Weather

Continued warm. The maximum temperature yesterday was 95.0 and the minimum 79.3, the figures for the corresponding day last year being 100.8 and 79.7.

The China Press
大陸報

NO. 3351 VOL XII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 壬戌年六月初七日 — SHANGHAI, SUNDAY, JULY 30, 1922 大正十一年七月三十日 第三種郵便物認可 20 CENTS

The Mail Box

MAILS for U. S. and Europe, Str. Prot. Jackson, Ord. 12 noon today.

FOR Europe via Suez, Str. A Lebon, Aug. 4.

FROM U. S. and Europe, Str. Pret. Jefferson, Aug. 8.

ROB'T DOLLAR FIRST U. S. CO. IN MOSCOW TO OPEN OFFICE

Trading Concern Owned By Californian Opens Office

RAILROADS BUSY

First Passenger Vesse Since 1918 Visits Petrograd

(Reuter's Service)

Moscow, June 24.—The first passenger steamer to enter the Petrograd harbor since 1918 arrived there on Wednesday. It was a small German packet steamer from Stettin, inaugurating regular service in which three boats will be employed. The principal passengers were official travellers, among them Russian delegates and Government economic experts who had just completed trade and traffic arrangements in Germany.

International trains now are operating regularly from the three frontiars, Latvian, Easthonian and Polish, and Moscow is dotted here and there with offices bearing the signs of foreign companies. The White Star and Canadian Pacific lines are arranging to open offices.

The first American concern to open headquarters in Moscow is the Dollar Trading Company, owned by Mr. Robert Dollar.

TWO SHIPS SAIL TODAY FOR U.S., ONE IS ARRIVING

Mail For President Jackson Closes At Noon—T.K.K. Steamer Coming In

Ordinary mail to go to America on the steamer President Jackson of the Admiral Line, sailing at 2 o'clock this afternoon from the China Merchants Central Wharf may be posted up to 12 o'clock noon at the American Post Office. The vessel is due to arrive in Seattle on August 15, having arrived yesterday afternoon from Hongkong.

Another steamer departing today is the Empress of Canada of the Canadian Pacific Steamships which is due off Woosung about 2:30 o'clock this afternoon from Hongkong and is to sail in the evening.

Incoming passengers from the Empress of Canada are expected to arrive at the Customs Jetty about 5 o'clock and the tender with outbound passengers for the ship will leave the jetty at 5:30 o'clock this afternoon. The President Jackson and The Empress of Canada follow the President Wilson of the Pacific Mail which sailed yesterday afternoon for San Francisco.

The next outbound mail for America will be dispatched on the Korea Maru of the T. K. K., sailing on Thursday for San Francisco by way of Japanese ports and Honolulu. The Empress of Russia is scheduled to sail for Vancouver on August 12.

Another incoming mail is due to arrive this afternoon on the T. K. K. steamer Shinyo Maru from San Francisco. This vessel follows the Nanking of the China Mail, which docked yesterday afternoon at the China Merchants Lower wharf. Both the Nanking and the Shinyo Maru will sail tomorrow for Hongkong and Manila.

After the arrival of the Shinyo Maru today no more mail boats from America are scheduled to arrive here until August 10 when the President Jefferson of the Admiral Line is due in from Seattle.

Tokio Contemplates Taking Troops From Northern Railways

(Reuter's Pacific Service)

Tokio, July 29.—The Nichi Nichi reports that the Government is contemplating the withdrawal of the Chinese Eastern Railway guard by the end of October and also gradual withdrawal of the six battalions along the South Manchurian Railway, replacing these by the troops stationed at Liaoyang thereby curtailing the army costs

$12,000,000 Heiress Married

Miss Louise Harkness.

MISS Louise Harkness, daughter of Mrs. William L. Harkness, of New York, who became the bride of David S. Ingalls, of Cleveland, O., the ceremony taking place in the fashionable Locust Valley (Long Island) Episcopal Church. Miss Harkness is heiress to an estate of $12,000,000 left her by her father, a Standard Oil magnate. Mr. Ingalls is related to Chief Justice Taft and won fame as a naval aviator in the World War.

LASCARS DEFEND CONDUCT AT THE EGYPT HEARING

Sailors Testify They Were Not Properly Instructed

(Reuter's Service)

London, July 29.—The Egypt inquiry has been adjourned till Monday.

London, July 28.—At the continued Board of Trade inquiry into the loss of the Egypt today, a passenger, Mr. Randall, said that he thought that the officers did the best they could.

Boatswain Gates testified that ample men attended to the port lifeboats after the collision. His boat was on the starboard side and could not put out owing to the heavy list.

A deck steward deposed that the Lascars were absent during the lowering of the boats. Under the circumstances the officers could not do more. The natives' only idea was to save their skins.

A Lascar, described as the first tindal of the firemen, testified through an interpreter that he had not received instructions where to go in the event of being ordered to boat stations although he understood that he had to assist in lowering a boat.

Several native firemen testified that there were no lifejackets in their quarters. Two natives deposed that they were shot when they entered a boat.

A Lascar said that he was alloted No. 16 Boat at drill but got into another.

The Lascars' headman stated that the Lascars had asked the Captain for lifejackets but were told that there were none.

Peking Interested In Self Government

(Reuter's Service)

Peking, July 26.—Probably no public body is taking more interest or showing greater activity in its work than the Local Self-Government Council for the Metropolitan Area. It is fighting sturdily for its rights and is sparing no effort to get all the necessary regulations passed by the Cabinet as soon as possible. The Preparatory Committee has now requested the Ministry of the Interior to draft detailed regulations to govern local self-government bodies in the city, suburban and rural districts.

Four Killed When German Plane Falls

(Reuter's Service)

Berlin, July 29.—A mail aeroplane crashed at Boitzenburg today. The pilot and three passengers, believed to be Americans, were killed.

PEKING THRONG NOISILY GREETS HONEYMOONERS

Asia Bank Men And Brides Welcomed With Bands

Peking, July 25.—Those who stood on the platform of the Chien Men Station near noon yesterday were surprised to hear the strains of the Chinese wedding march played just as the noon train from Tientsin rolled in to the station.

Awaiting the train was a Chinese band of 34 musicians, all dressed in brilliant uniforms, an unusually large crowd of foreigners and a number of queerly dressed folk carrying tin pans and horns.

To those who were not familiar with Chinese music the scene called to mind the fact that China was expected to have a new Premier, a new President or perhaps a new finance minister most any day.

"Some one coming down from Tientsin to help out the government?" was the query of one onlooker, while others asked where the guard of honor and other little necessities for the proper welcoming of an incoming great man might be.

ARE RECOGNISED

As the Tientsin train slowly reached the end of the platform there stepped from one of the coaches two smiling foreign women with their escorts, one of whom was recognised as a resident of Peking.

They were Mr. and Mrs. P. C. Klingsmith, the latter until recently Miss Betty Ames of Ohio, and Mr. and Mrs. N. E. Mullen, the latter until recently Miss Rose Falk of Shanghai. The two couples had arrived in Peking on their honeymoon, and the bands, the horns and the tin pans were just a part of the celebration planned by their friends in Peking.

Strange enough, while the newlywed husbands were ready enough to believe that the entertainment was in their honor, neither Mrs. Klingsmith nor Mrs. Mullen could believe that so large a Chinese celebration was planned and carried out just for them. They were soon convinced, and on their way to a waiting motor car where further surprises awaited them.

RECEPTION HELD

The car for the two couples had been completely hidden by bunting, old shoes, and tin pans, and as the brides and bridegrooms entered, one of the husbands, upon remarking at the number of galoshes on the car was told that they were the gifts of friends who desired the newly married pairs to be pre-

(Continued on Page 2)

GEN. AGUINALDO ARRIVING HERE EN ROUTE TO U.S.

Insurrecto Chief To Make Lecture Tour Of America

General Emilio Aguinaldo, famous leader of the Philippine Insurrectos, will pass through Shanghai today on the S.S. Empress of Canada. General Aguinaldo is en route to America to make a plea for Philippine independence in a series of lectures which he hopes to give throughout the country.

Arrangements for the tour were made some time ago, a special fund of 50,000 pesos having been granted General Aguinaldo out of the 1,000,000 peso Philippine Independence fund, and he will undertake his mission despite the failure of the independence mission which recently laid its case before President Harding.

It is understood that Manuel Onezon, Philippine Senate leader, will remain in America until General Aguinaldo's arrival to start him off on his speaking tour. The general is accompanied by a former Resident Commissioner to the United States, a former director of the Philippine Press Bureau, and two former officers of the Philippine Revolutionary army.

Parkes, Fisherman Snags Another Big One At Hongkew

Catching young whales in the lagoon of Hongkew Park is getting to be a habit with Mr. G. H. Parkes. About two weeks ago he dragged out of the lagoon a carp so big that after it had been pulled up on to the greensward the level of the body of water dropped a measurable distance. This first fish ran to a matter of 35 pounds and yesterday afternoon he hooked another at the same place, one weighing 28 pounds.

The monster that Mr. Parkes took yesterday with the aid of Detective Serreant Ross, who used a harpoon in dragging the carp to shore, bit at a piece of dough bait. The battle lasted from 6 o'clock until fifteen minates after 7 when the fish at last was overcome. The carp, which was presented by Mr. Parkes to the Shanghai General Hospital, was three feet, four inches in length with a girth of 21½ inches.

New Civil Governor Arrives At Wuchang

(Reuter's Pacific Service)

Hankow, July 29.—Admiral Tang Hsiang-ming, the new Civil Governor of Hupeh, arrived at Wuchang this morning.

Everybody Working At Chita Except Russians; They Run The Government

Chinese On Job Of Supplying Food; Nationalised Drug Stores Fine For Political Pay Rollers, But Tough For Druggists

(Reuter's Pacific Service)

Chita, July 10.—Conditions of life and trade—what little trade there is—in the Far Eastern Republic are not improving. To begin with, the Administration must be the most top-heavy in the world. The pre-war desire among all sorts of Russians for a job in the Government is as strong as ever. The Revolution, which abolished most other things savoring of Tsardom, has been unable to eliminate from the public services the hordes of officials who get in one another's way and as a body achieve so little.

Chita in this respect is no worse than Moscow. When I got to Chita a month ago, acute distress was evident. So far as I could see, with the exception of Government employes and a few people working in shops, of which the number is very small, there is no employment of any sort. Much of this is the direct result of the Government attempts to nationalise various industries and undertakings.

The situation of the druggists is typical of many other lines of business. The reason for the Government's action in nationalising these shops is not for the purpose of supplying the people with cheaper drugs but because the revenue from these businesses is the most consistent and in view of the conditions of the people physically the most profitable.

HOW THEY OPERATE

An official was placed in charge of a department, whose business it was to see that any moneys received by the druggist were turned over to the Government. Steps were taken to prevent leakage and there are also penalties for any misrepresentation of amounts received. At the end of the month the druggist and his assistants are paid their salaries by the controlling department. The department also provides for the purchase of stock for carrying on the business. After this has been done any amount remaining is handed over to the Government. Lately the revenue from druggists has gone far towards paying the salaries of minor officials who had not been paid more than a few roubles "on account" for months past. The salary of the druggist himself is somewhere between 75 and 100 gold roubles per month (say $100 mex).

Owing to the Government's policy in this direction, any person possessing a business promptly got rid of it and, practically speaking, Chita is today dependent on the activities of the Chinese population so far as the necessities of life are concerned. All vegetables sold in Chita are from the market gardens owned and run by Chinese, most of the shops are Chinese owned, and the fact that the Chinese are foreigners with an efficient Consul is responsible for their comparative prosperity. If in Chita one requires anything it is to be had at all, it will be in the bazaar where 95 percent of the stalls are Chinese.

NATIONALISED HOUSES

The average householder in the Far Eastern Republic has a very difficult time of it. If the house can provide accommodation over and above that required by the family—and the Government has curious ideas of the amount of space required by decent people—it is certain to be requisitioned for billeting some of the numerous officials and commissars. Should the householder make any protest against such billeting the chances are that the whole house will be nationalised. This has actually been done in the case of 50 of the largest and best houses in the town.

Even the most casual observer in the towns of the Far Eastern Republic cannot but be struck by the extraordinary number of beggars and cripples. On every hand there is evidence of undernourishment, especially among children. If one sits in a Russian restaurant, there is a constant procession of people, usually children or very old men, obviously starving, who beg for food or money. I was on one occasion asked for my silk handkerchief, which happened to be sticking out of my sleeve. The streets at night are not over safe, although I never had trouble in that connection. Nevertheless during the night shots are occasionally heard and the paper the following day either says nothing about it or briefly refers to a quarrel between soldiers or an attempt at robbery. The streets are entirely unlit at night-time.

At Blagoveschensk and Habarovsk on the Amur the greatest trouble, apart from food shortage, is the number of soldiers begging, even in daylight, usually with a rifle in one hand. Most of the robberies committed in these latter towns are the work of soldiers, who like their comrades in the capital get no pay.

FAMINE REFUGEES

When in Chita I witnessed the arrival of about 2,000 children from the famine area. It was towards the middle of June and the condition of these youngsters was appalling. A newspaper campaign was conducted before their arrival for the purpose of persuading people to adopt them but with little success, the majority of the inhabitants of Chita being very little removed from starvation themselves.

No great difficulty is experienced in getting one's passport vised for travel through Soviet

(Continued on Page 2)

Mine Chief Meets Labor Secretary

John L. Lewis and Secy Davis. WNU.

SECRETARY of Labor Davis is shown in his office in Washington, D. C., conferring with John L. Lewis, president of the United Mine Workers of America, who went to the capital to confer with President Harding and Mr. Davis on the nation-wide coal strike.

OPPOSING FORCES IN SOUTH STILL DELAYING BATTLE

Chen Chuin-ming Reported Anxious To Be Rid Of Menace Of Fleet

(Reuter's Pacific Service)

Peking, July 29.—Reports from Canton state that there has not been anything in the nature of a big battle between the forces of General Chen Chiung-ming and General Hsu Chung-shih. The latter has abandoned his intention of attacking the former's base at Yintak.

It is reported that General Chen Chiung-ming is still at his native town, Waichow, and is directing operations from there. There is no truth in the report that there has been friction between General Chen Chiung-ming and General Yeh Chu.

General Chen Chiung-ming is confident of the issues of the field operations but he is anxious to be rid of the menace of Dr. Sun Yat-sen's fleet, attempts to win over the blue jackets of which have failed.

General Chen Chiung-ming is not in favor of sinking the fleet which General Yeh Chu threatened to do. When this problem has been settled, General Chen Chiung-ming will take personal command of the field against General Hsu Chung-shih.

Both Peking Houses Will Ask Tang To Take Premiership

(Reuter's Pacific Service)

Peking, July 29.—Members of Parliament who are in the position to know the plans of their leaders state that when the nomination of Mr. Tang Shao-yi has been received, both Houses will telegraph to him asking whether he is willing to accept the Premiership and no vote will be taken in Parliament until his reply has been received. If Mr. Tang Shao-yi declines, they will elect someone else.

Dr. Peter Gives Health Lecture

Dr. W. W. Peter, of the National Health Association of China, gave one of his health lectures at 4 Quinsan Garden on July 26. To illustrate his lecture, which was interpreted by Dr. S. M. Woo, Dr. Peter used several new anatomical models. Particular stress was laid upon sanitary instructions.

On August 3rd and 4th at 8 p.m., Dr. Peter will lecture again at the Comparative Law School of Soochow University, 20 Quinsan road, on "Public Health Adventure in Western Countries." Moving pictures illustrative of the lecture will be shown free to everybody. Tickets are obtainable at the office of the association, 133 Range road. Men and women are invited.

Tung Kang Obtains Further Sick Leave

(Reuter Pacific Service)

Peking, July 29.—A Chih Ling Mandate issued last night grants the request of Mr. Tung Kang, the Minister of Finance, for further sick leave of five days and urges Mr. Tung Kang to resume work as soon as his health is restored.

CANADA'S TRADE TO OTHER LANDS SHOWS DECREASE

U. S. Still Her Best Customer, Government Figures Show

(Reuter's Service)

Ottawa, Ont., June 26.—Canadian foreign trade fell off sharply during the year ending May 31, but the United States was shown still to be her best customer, in a report issued by the Government today.

Exports to the United States in the year ending May 31 were valued at $288,152,041, as compared with $525,198,321 the year previous. Imports from the United States were $503,776,863, as compared with $812,331,823 the year before.

The United Kingdom, Canada's second best customer, bought $301,043,528 worth of export goods and sent in goods valued at $114,079,587.

U. S. Trade Fell Off During May

(Reuter's Service)

Washington, June 29.—Declining exports of raw materials, foodstuffs and manufactures, were revealed in foreign trade reports for May, issued today by the Commerce Department. For the eleven months ended with May exports of raw materials aggregated $855,000,000 compared with $1,214,000,000 during the corresponding months last year, while imports totalled $813,000,000 against $983,000,000 during the same period in 1921.

Exports of foodstuffs for the eleven months amounted to $1,047,000,000 compared with $1,644,000,000 last year, while imports aggregated $571,000,000 against $1,254,000,000 during the eleven months ending May, 1921.

Exports of manufactures for the eleven months of this year aggregated $1,462,000,000 compared with $3,180,000,000 in 1921, while imports totalled $940,000,000 against $1,200,000,000 for the eleven months ended with May a year ago.

Germans Still Up To Old War Tricks

(Reuter's Service)

Berlin, July 29.—The Inter-Allied Military Control Commission has demanded strong measures in connection with an affair at Stettin where the authorities refused to allow Allied officers to enter a suspected room the door of which was partly concealed. The Germans first denied the existence of the room and then refused to permit an inspection until the Prefect's authorization had been obtained. The officers announced their intention of waiting there for it whereupon armed police roughly rejected them. The subsequent inspection of the room showed that a quantity of material had been hastily removed.

MONARCHIST PLOT

(Reuter's Service)

Paris, July 20.—It is semi-officially announced that the Government has been definitely informed of a plot at present being prepared in monarchist circles in Germany against the life of Premier Poincare.

STRIKING RAIL MEN RECEIVE PRESIDENT'S PEACE PLAN

Harding Has Proposals For Ending Trouble

COAL SITUATION

No New Steps Contemplated By Government

(Reuter's Service)

Washington, July 28.—At the conclusion of the conference between President Harding and the Labor leaders this afternoon, Mr. Franklin, President of the Boilermakers' Union, announced that Mr. Harding had evolved proposals for ending the railway strike, which would be presented to the meetings of the Union and of the Railway Executive representatives next week.

Washington, July 29.—It is confident that enough coal will eventually be produced to meet the country's needs. It has been announced that President Harding does not contemplate taking new steps in the coal strike but the Administration will interpose no objections should the Governor of any State adopt measures similar to those adopted in Indiana and Michigan for undertaking the production of coal for the public.

CHANG'S SEIZURE OF SALT REVENUE BRINGS PROTEST

Mukden Chieftain Said To Be Showing General Disregard For Foreign Debts

(Reuter's Pacific Service)

Peking, July 29.—General Chang Tso-lin's seizures of the salt revenues of Manchuria have led to a protest by the Ministers presenting the banks concerned in the Reorganisation Loan. Protests were first made by the Consular Generals at Mukden but General Chang Tso-lin paid no heed to the local representations and the protests of the Waichiaopu are now place the matter on a more serious footing.

Regarding railway rolling-stock, General Chang Tso-lin is displaying the usual disregard for foreign obligations and a specific demand has been recently made for the return in the first place of a couple of trains with some hundreds of freight cars and a dozen locomotives to follow.

With regard to the coaches and trains General Chang Tso-lin gave a grudging approval to the fact that they were necessary to maintain through traffic but has since bickered daily without tangible result.

Reorganisation Plan Of Kao Eng-hung Is Subject Of Comment

(Reuter's Pacific Service)

Peking, July 29.—Foreign experts point out with regard to Mr. Kao Eng-hung's communique on "The Reorganisation and Construction Plan of the Ministry of Communications," that the $60,000,000 debt apparently includes the total capital obligations of all the railways and the railway loans of China.

Hugo Stinnes Has His Eye On Mexico

(Reuter's Service)

Mexico City, June 24.—An extension of the interests of Herr Hugo Stinnes to include Mexico is seen in the recent visit here of Herr Hugo Eversmann, vice-president and shareholder in numerous of the Stinnes concerns. While in Mexico City, Herr Eversmann conferred with numerous government officials and is also understood to have made several commercial agreements that will insure the immediate entry of the Stinnes enterprises into Mexico.

Everybody Working At Chita Except Russians

(Continued from Page 1)

Russia. The charge is exorbitant but as it is one of the new revenue producing departments of the Government, that is understandable. At Harbin a vise from the Special Plenipotentiary of the Republic costs 10 yen and, if, having got into the Far Eastern Republic, one moves from one town to another, a further vise is necessary. On leaving the Far Eastern Republic, one's passport is yet again vised by the Foreign Affairs Department, the charge being 11 yen. On arrival in the Far Eastern Republic from Dairen one must first have one's passport endorsed by the Department of Foreign Affairs, and next by the Militia, and, if staying in a private house, one's name has to be entered in a book which every householder possesses, called the "house book," which must contain the names of all persons living in the House. One has to pay for each passport endorsement, whether by the police or other persons.

ANTI-BOLSHEVISTS

The anti-Bolshevik tendencies of certain troops in the Verkhne-Udinsk area recently found expression in demonstrations against the Government which were rigorously suppressed but they have been increasing of late. The Government attributes these demonstrations to the activities of the troops who served under General Kappel in and around Irkutsk after the fall of the Kolchak regime. They were recruited in the Soviet and Far Eastern Republic armies, some voluntarily and others by force. The demonstrations took place during the first week of June.

When in Chita I witnessed the arrival of a propaganda train from Soviet Russia. It was much after the type used extensively by Kolchak and was complete with printing press and with the sides of all the coaches displaying specimens of Bolshevik art. There was the usual appeal to the workers of the world, painted in many languages, and the usual portrait of Karl Marx. Hardly anyone was interested in it.

At Chita concessions for mining and dredging are to be had under conditions which are no more severe than one would expect in any other country. The Government, however, can give no security of tenure and this is of course the stumbling-block in all dealings with the Soviet or the Far Eastern Republic.

Trade with Soviet Russia is impossible at the moment owing to the existence of a Department of Outdoor Trade, which absolutely controls any business, whether import or export, with Russia. The department, which is composed mainly of Hebrews, has the right to prior purchase on any goods entering Russia. They are supposed to pay the merchants' price but on the pretext of the price being too high, the merchants may be faced with the necessity or with drawing their stuff and suffering considerable loss.

Should they get permission from the Department to Trade or barter their stuff, they must first pay a percentage of its value for this permission. With the exchange at something like 20,000,000 paper roubles to the pound it is obvious that it must be barter. If they succeed in this, they again run against the Department, who may decide to buy the material they received in exchange, auction it or, if they want to take it out of the country, they must pay a further percentage on the value as decided by the Government. In addition it must be remembered that the merchant paid customs duty on the way in and will also have to pay export duty on the way out.

Owing to the Government commandeering supplies for the army agriculture is practically non-existent. Most of the peasants in the Nerchensk and Blagoveschensk regions are washing in the rivers for gold, with which they buy food at high prices from the Chinese. In other parts of the country they probably grow just enough for their own needs. All this may lead to famine in Siberia as well as Russia proper, during the coming winter. Such is the general consensus. The Government is aware of this and has removed the duty on dour in the hope that sufficient will be got into the country to check the spread of a famine, which they possess neither the money nor the organisation to cope with.

Former Vice-President And Wife Sail For European Trip

Thomas R. Marshall and wife.

FORMER Vice-President Thomas Riley Marshall, of Indiana, accompanied by his wife, has sailed for a tour of Europe. The Marshalls departed from Boston aboard the steamer Samaria.

Peking's Finance Commission O.K's Shanghai Request

(Chung Mei Service)

Peking, July 25.—The National Commission for Study of Financial Problems has replied to the telegram received from the Shanghai General Chamber of Commerce and Bankers' Association, etc., urging the Commission to devise means to strengthen the Consolidated National Loan Service Sinking Fund, with the statement that this request was in accordance with the general policy of the Commission and that the question was already receiving attention.

The matter will soon be brought up for formal discussion, with a view to strengthening the credit of the Government and safeguarding the interests of the bond holders.

Group Of Zemstvo Favors Gondatti

(Reuter's Pacific Service)

Vladivostok, July 29.—A strong group of the Zemstvo Conference favors the inclusion of M. Gondatti in the new Government with M. Merkulov although his consent has not been obtained yet. The previous political antagonism amongst the white groups is gradually disappearing.

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National Forces Rout Irregulars

(Reuter's Service)

Dublin, July 28.—The National forces have captured Westport, County Mayo, after combined land and sea operations. The irregulars have fled into the surrounding country.

London, July 28.—A document has been found on an Irish irregular prisoner, signed by the leader of the irregulars in County Clare, and ordering his men not to spare any officer or man of the Free State Army.

Three Contending Forces In Szechuen

(Reuter's Pacific Service)

Peking, July 26.—Reports from Szechuen show that the forces there are divided into three. The first has its base at Chungking and is under the command of General Tang Mo-hsin, who is a former supporter of General Hsiung Keh-wu.

The second army has had its base at Chungchow, but according to a recent telegram it was driven away from there on July 20 by the First Army. The third army, under the command of General Liu Chang-hsun has its headquarters at Chengtu and while nominally in sympathy with the forces under General Tang has taken no active part in recent fighting.

Peking-Hankow Line In Trouble

(Independent News Service)

Hankow, July 25.—The Peking Hankow Railway is facing a near bankruptcy situation, and its financial obligations to foreign creditors by the end of this year will be $70,000,000.

The Paotingfu authorities are withholding 20 days incomes of the Kinhan line every month for military expenditures, and because of military traffic on the line, revenues of the line have declined materially since it fell into the hands of militarists last year.

A short term loan of $50,000 has been concluded in Hankow by the railway with the Chung Foo Union Bank, and the money will be used to tide over the situation.

Peiping Throngs Greet Newlyweds

(Continued from Page 1)

pared to see Peking, despite the muddy weather.

Mr. Klingsmith, who is acting manager of the Asia Banking Corporation's branch here, had furnished a house for himself and Mrs. Klingsmith, and there the wedding reception in Peking was held.

As the two couples entered the Klingsmith home, followed by numerous Peking friends of Mr. Klingsmith, 20,000 firecrackers began to pop from all corners of the tiny yard.

Inside the house there were gold horseshoes displayed prominently and other signs and decorations shouted a welcome to the newly married couples. When the party was quiet all drank toasts to Mr. and Mrs. Klingsmith and to Mr. and Mrs. Mullen.

Mrs. Klingsmith arrived from the United States on the Empress of Canada in Shanghai. Both Mr. and Mrs. Klingsmith and Mr. and Mrs. Mullen were married at a double wedding held at the home of Mr. R. Buchan in Shanghai. Mr. Mullen is submanager of the Asia Banking Corporation branch in Shanghai, and he and Mrs. Mullen agreed to come to Peking for a honeymoon visit with Mr. and Mrs. Klingsmith. They will remain here for one week.

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NO 50 NO 50

ANNOUNCEMENT

We wish to announce that the name of the China Investment & Trading Co., Inc. has as of August 1st, 1922 been changed to the Electric Equipment Co.

From this date we will engage only in the Electrical Contracting and Supply business and in order to give our customers better service, we are opening an up-to-date, foreign Electrical Showroom at No. 50 Nanking, at the corner of Honan Road.

We invite you to call on us on Tuesday, August 1st, when No. 50 will be ready for inspection.

Electric Equipment Co.
A. C. DAVIS, *Manager.*

NO 50 NO 50

ASIA LIFE INSURANCE COMPANY INCORPORATED EVERLASTING AS THE HIMALAYAS

JUST BETWEEN OURSELVES.

(No. 11 of a series)

"No, I don't need life insurance—I am single"

"IF you have no dependents, have you some one on whom you can depend in old age for support? Victor Hugo rightly said "The misery of a baby is interesting to its mother; the misery of a young man is interesting to a young woman; the misery of an old man is interesting to nobody!"

"DID you ever stop to think of yourself as old man Jones thirty years from today? What, then, will you think of yourself as young-man Jones who neglected to provide for old-man Jones?"

A copy of our prospectus will be sent to you on request.

ASIA LIFE INSURANCE COMPANY, INC.

OPERATING UNDER AMERICAN CHARTER.
MAIN OFFICE:
15 NANKING ROAD,
SHANGHAI
Telephone Central 1861

Authorized Capital: G$500,000
Capital and Surplus paid in: G$150,000

BRANCH OFFICES: CANTON, Victoria Bldg. Shameen; HANKOW, 1 Tungtzu Road; PEKING, 144 Hatamen St.

Agencies in principal cities throughout China.

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

ANNUAL SUMMER SALE

RECORD REDUCTIONS IN ALL DEPARTMENTS

Last February our huge stock was revalued on the basis of replacement cost and selling prices revised accordingly. For this Sale we are making still Further reductions on all goods bringing prices down to almost pre-war level.

THE MONEY SAVING EVENT OF THE YEAR.

SALE COMMENCES TO-MORROW, JULY 31st

Decor No 7006

Decorated Enamel Toilet Sets

Pre-war Price $26.50 SALE PRICE **$12.50**

Special Offer You Must Not Miss

200 Only. English Steel Pans

Tinned inside. Black outside. 2 pint Size

Usual $2.00

Sale price $1.50

THE NEWPORT DINNER SET

SPECIAL OFFER IN DINNER SETS

Apple Green design on white China

Set for 6 persons 30 pieces Sale Price $25.75

" 12 " 58 " " $51.75

ANOTHER SAUCEPAN BARGAIN

350 Only. English Steel Sauce Pans

Tinned inside. Black outside 2 pint Size

Usual $2.00 Sale price **$1.50**

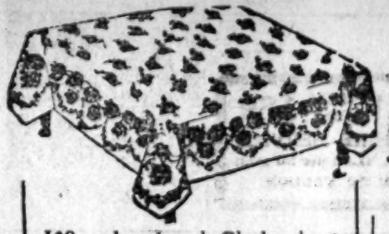
Decor No 8068

Decorated Enamel Toiletsets 5 pieces

Pre-war Price $ 6 SALE PRICE **$12 50**

Thin Semi-Porcelain Cups and Saucers Gold Or Green Edge

Sale Price $5.50 doz.



100 only. Lunch Cloths about 66 x 66 inches.

Price **$5.50** each

1000 yards. Striped Tea toweling 20 inch.

60 cts. yd.

200 ONLY---MOSQUITO NETS

SQUARE TOP			ROUND TOP		
Size		Usually Sale	Size		Usually Sale
4 x 2	feet	9.50 8.50	6½ x 3½	feet	9.50 7.55
4½ x 2½	,,	11.50 9.25	6½ x 4½	,,	21.50 9.35
4½ x 2½	,,	11.50 10.25	6½ x [illegible]	,,	22.10 10.25
4½ x 3	,,	14.10 11.15	6½ x 6½	,,	23.50 [illegible]
6½ x 3½	,,	16.50 14.85			
4½ x 4	,,	17.5 [illegible] 5.75			
6½ x 4½	,,	18.80 6.15			
6½ x [illegible]	,,	15. [illegible] 7.85			
6½ x 5½	,,	21.50 18.90			

Mosquito Netting

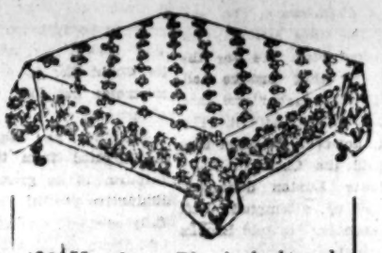
Pear [illegible]glish Netting strong close mesh

About 72 inch wide $ .10

" 90 " " 1.30

" 108 " " 1.65

100 [illegible]ens checked Glass Cloth 23 x 24 inch $4 95 doz.



400 Yards. Bleached damask Tabling about 70 inch.

Price **$2.25** yard.

Thin Semi Porcelain Teacups and Saucers Plain White.

SALE PRICE $4.50 DOZ.

GREAT *disposal of* **SHEETS & BLANKETS**

100 pairs **BLEACHED SHEETS** x 3 yards Price $6.95 per pair

200 pairs **HEMSTITCHED SHEETS** 2x3 yard Price $4.95 per pair

100 pairs **LINEN SHEETS** x 3 yards Price $4 [illegible] per pair

SALE OF TOWELS

BLEACHED TURKISH TOWELS

Size about		Usual $1.85	Sale $1.00	each
16 x 54	,,	2.40	2.15	,,
17 x 54	,,	2.75	2.45	,,
23 x 60	,,	3.25	2.95	,,
26 x 60	,,	3.65	3.25	,,

100 yards Bleached Towelling 16 inch. 65 cts yard

BLUE BAND TEA SERVICE

Best English make. 21 pieces.

SALE PRICE $11.25 SET.

Sponge Mincing Machines. 3 Cutters. Sale Price $3.95 each

SIMMONS COMBINATION HOSPITAL BEDS

SALE PRICES $16.75 each

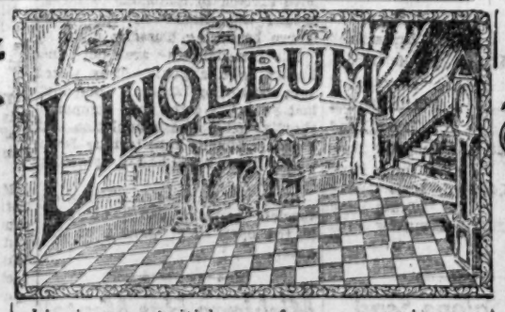
Quantites of 1 doz. or more. **$16.25** Each

Genuine Gold Medal Camp Beds

Hard wood frame covered with strong brown canvas.

Usual Price $9.75

Sale Price $8.85 each



Linoleums. British manufacture, made by one of the foremost makers in a large variety of patterns. Also in plain brown or green.

Sale Price **$2.50** per sq. yard

ALUMINIUM STRAINER

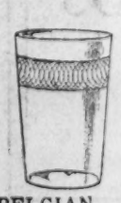
Diameter of bowl 9 inches

SALE PRICE $1 75 EACH

Aluminium Coffee Pots Thick Quality Polished 1½ pint. Sale Price $4.75, 2 pint. $5.50

American Moulded Glass Dishes.

Diameter	8½	9½	10½
Sale Price	$1.10	1.55	1.75



BELGIAN CRYSTAL TUMBLERS 1½ pint size Sale Price $3.50 dozen

200 English Black Steel Kettles 2 pint

Sale Price $1.50 each

Belgian Crystal Glasses ½ pint size CUT BASE Sale Price $5.95 dozen

American Moulded Glass Bowls

For Salads. Diameter 9½ ins.

Sale Price $1.95 each

Aluminium Coffee Percolators

3 pint size

Sale Price $4.75 each

WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

TERMS CASH — **"WAYLOO CORNER"** — **NO CREDIT**

NANKING ROAD —— SZECHUEN ROAD

NOT BY 'BUGS' Baer:

JOHN LAWS PUT ON REAL BATTLE

Gink Kiloh's Gang Of Southern Roughnecks Are Beaten

At 3 p.m. Gink Kiloh guessed the flagside of a tramway copper and elected that his gang of Southern Roughnecks shud bat.

Pridmore and Cameron wuz shuved out of the Volstead Bar first

Bowler Biggs, the Northern crack, sent back the Prid for four but Aussie Cameron decorated the score book with a flock of boundaries until Clissold the M. Court Joke writer fox-trotted out to part and grabbed the pill so durned tight that it looked like a lemon squash.

"Top Hole" yelled the limey fans in the roques gallery, "Go for Home Cam."

When two traffic cops in long police gowns got fresh and said "On with the Dance." Horatio Pilling went out like he wuz Douglie Haig at a flower show, but the deck was slippery and the traffic cops said "L. B. W."

All the fans agreed it wuz not fair that the Roughtown Champ should be so counted out. Spike Pitchkiss next took the witness stand but the sticks would not stay up and the score man wrote "One." "Bowled Biggs." Welsher Morgan sneaked his way across the sward. If length wuz skill Morgy would be a C. B. Fry, but his pads wuz too short Anyways he set back the hated Northern John Laws by eight and hurried back through a cloud of Asahi Beer receptacles, with dotted lines on the refreshment buffet.

Sandy McGregor was the next gladiator but owing to the low rate of roubles at the present time he wuz slightly off colo Bowler Biggs finding his glass arm after he had added a quarter to the score of the Southern Bulls by twirling a honest to good one through his club. The Southern fans heaved sighs of relief when Gink Kiloh waltzed along to the striking base but one fell on his fut and spoiled his play. Clissold was the twirler of the spheroid and ten were dawn in the runs column. Mutt Jefferson wuz a vaudeville show but his arm was stiff and the club wuz heavy. Perky tried hard, but that Biggs had all the luck again and his grand total was six of the best.

Molly Munsun of the Louz Museum relieved friend Mutt and looked like doing good, depositing the spheroid twice on neutral ground. In civilian life Molly wuz a watchmakers striker and his training sure wuz good Too much applause effected him and he accidently batted the pill into Bowler Bigg's mitt amidst much acclamation from the Northern fans. This wuz a dirty trick on Tabby Tabrum who had relieved the Perky Perks, so he had the field to himself and gracefully retired.

The scoreboard showed all out for 572, but the book registered the odd 72 only and the latter number was pronounced official by the Hamnghai War Office. The Northerners went into action like they wuz running backwards from a sight. Nick Conduit hit so many sixers that his club was too hot to hold and the umpire blinded with the sparks.

He wuz caught by the Prid owing to a skid from Mutt Jefferson's bowling. Officer Crompton of the Wayside Philanthropic Association followed and stayed with Biggs for the scoring of some regular boundaries. The Prid bowled Biggs and Aussie Cameron mesmerised them sticks back of Crompton. Ginger was bowled for a nix by the Mutt, but everyone agreed that it wuz an accident. The board showed 10'319 for the North but the scorer wuz in the Southern Union. Clissold and Joffy Evans wuz sure good and the Southern fielders had lame fingers.

Three Southerners tried to catch one ball at one time but the same landed on terra firma with the aforesaid three in a rugger scrum. Gunner Oldis hit one and Tink Tinkler did not. It was all a mistake anyway and they both retired to a monastery. Ike Visser was the big noise in this game and his four runs wuz marvels of engineering. Joch Robertson cannot play minus a kilt "Scots Wha Hae" and Welfare Evans was remanded for one week.

Judgment wuz as follows: North 87. South 72.

The Court strongly recommended the Southerners to mercy.

When You Eat Too Much.
Distress in the stomach after eating is relieved by taking one of Chamberlain's Tablets. Try it the next time you eat more than you should. Sold Everywhere.
Sold everywhere

MUTT & JEFF — "Bad Bill" Is Just What His Name Implies — By Bud Fisher

(Copyright 1922 By H. C. Fisher, Trade Mark Reg. U. S. Pat. Off.)

OFFICER MUTT, I HEAR 'BAD BILL'S' IN TOWN! NAB HIM AND YOU WONT HAVE TO WORRY ABOUT YOUR HAM AND EGGS FOR A YEAR!
RIGHTO, 'CAP'
$1000 REWARD
BAD BILL
THERE'S 'BAD BILL' NOW! I'M IN PLAIN CLOTHES AND I CAN GET THE 'DROP' ON HIM EASY AS PIE!
HANDS UP BAD BILL'. YOUR GOOSE IS COOKED! DETECTIVE MUTT IS SPEAKING TO YOU!
$1000
OUCH!
SO YOU'RE A 'FLY COP', EH?
I'M TICKLED PINK TO HAVE MET YOU, BO!

Sailor Is Fined In U. S. Court

Roy S. Brooks, a boilermaker on the S. S. President Wilson, was fined G. $10 by U. S. Commissioner Nelson E. Lurton yesterday. Brooks was charged with drunkenness, an attempt to steal a leather suitcase from a Chinese store at N. 115 Broadway, and creating a disturbance. The proprietor of the store testified that he had asked Mex. $14 for the suitcase, and that Brooks had tendered him one dollar and then attempted to walk off with it. The defendant, however, declared that he had paid the Chinese G. $. Commissioner Lurton dismissed the charges of attempted theft and drunkenness, but held Brooks guilty of creating a disorder.

Paris Restaurants Cater To Americans

Paris, June 15.—Department store restaurants and tea rooms, a la Americane, are becoming the rage in Paris. The Trois Quarters is the latest to open such a restaurant. The Louvre has enlarged its tea room and now serves hot lunches. Prices in most of the department store restaurants are more than the average American shopper usually cares to pay for her lunch.

Band Concerts

Public performances by the Municipal band and orchestra in the coming week will be as follows, weather permitting:

Mon. July 31,	5.50 p.m.	Public Garden	Brass Band
Tues. August	1, 9.15	„ Hongkew Park	Brass Band
Wed.	„ 2, 5.30	„ Public Garden	Brass Band
Thurs.	„ 3, 5.30	„ Public Garden	Brass Band
Fri.	„ 4, 5.30	„ Hongkew Park	Brass Band
Sat.	„ 5, 4.30	„ Race Course	Brass Band
Sat.	„ 5, 9.15	„ Hongkew Park	Orchestra

Shansi Solons Send Complaint To Peking

(Reuter's Pacific Service)

Peking, July 29.—The Shansi Provincial Assembly has reported to the Government that by orders of the Civil Governor, Mr. Pan Ling-kou, the Chairman and some members of the Kansu Assembly have been arrested with needless violence resulting in injuries.

The Taiyuanfu Assembly contends that the arrests are against the law and opposed to the interests of the people and requests the Government to order an immediate full inquiry.

"Poodle Hobo" Steals Ride On Fast Train

Poplar Bluff, Mo., July 5.—Missouri's championship list has increased. In addition to her champion pie eater, horseshoe pitcher, hay pitcher, hog and mule, she now boasts a "champeen" poodle hobo.

When Mrs. J. J. Free boarded a train at Cape Girardeau to journey to Lilburn her poodle dog barked his intimation that he would like to accompany his mistress; but Mrs. Free ruled otherwise.

Imagine her surprise, when she alighted from the train at Lilburn, to be greeted by her diminutive poodle! He had carefully selected a place on a truck under one of the cars and "bummed" his transportation to Lilburn.

British Aero Dock Ready For Service

Washington, July 5.—The seaplane floating dock which has been under construction at Sheerness Dockyard, England, has been delivered to the Air Ministry as ready for service according to information to the War Department.

The dock has an overall length of 143 feet and a lifting capacity of 200 tons. It will accommodate two large modern seaplanes.

Russian Ballet Leaders To Be Feature At Astor

Two Russian dancers, Miss Helen Cook, prima ballerina, and Mr. Cherpino, ballet master of the [illegible] Russian Opera Company, have arrived in Shanghai to fill a special engagement at the Astor House beginning Tuesday night.

The two dancers are not unknown to Shanghai. They were here with the Opera Company last year but left the company shortly after the completion of the engagement here to tour Java where they have had a splendid success.

They will be seen in a series of specials between dance numbers in the open air garden of the Astor.

Michigan Has Mental Test For Prisoners

Lansing Mich., June 15.—Belief that defective mentality is largely responsible for the presence of many inmates in State institutions has caused the State Administrative Board to authorise a State survey to determine what part mentality plays in crime. Prisoners in institutions throughout the State will be classified and assigned work according to their mentality. The commission's activity is the first of its kind ever undertaken in Michigan.

P527 NANKING ROAD — PHONE C. 7097
PURE DRUGS — PROMPT SERVICE
During The Hot Weather Use
EAGLE PRICKLY HEAT LOTIO
for curing eruptions of the skin caused by prickly heat
and
EAGLE PRICKLY HEAT POWDER
to be dusted on freely after using the lotion
THE EAGLE DRUG COMPANY, INC.

News Brevities

The hot weather is causing more than the usual quota of fights among the hard-working coolie class. Sung Ah-fee, Wong Kung-sung and See Woo-zang, three members of the aforementioned group, had a slight argument which resulted in an altercation of considerable messiness on Soochow road F[illegible] day. They were fined $2 each in the Mixed Court yesterday by Assessor Mead and Magistrate Loh.

An unemployed Chinese, Ng Soo-tuh attempted to commit suicide yesterday [illegible] by jumping into the Whangpoo at the Foochow road jetty. Ng, who was fished out, appeared in the Mixed Court to answer the charge of attempted suicide. He was sent to the Anhwei guild.

An epidemic of petty thievery is raging throughout the settlement and creating a multitude of small cases that are cluttering up the Mixed court's docket these days. Yong Zu-sung appeared as complainant against Woo Wung-sung, at present employed, whom he charged with stealing $10 from him at the Chinese Post Office [illegible] v. Woo was sentenced to four months imprisonment and expulsion. Three days were awarded to Kyeu Ah-san, a coolie, for stealing a pair of rubber shoes valued at one dollar from Li Tsang-sang.

Daniel H. Kulp, professor at Shanghai Baptist College, was before the United States Commissioner yesterday on a charge of violating traffic regulations. He was dismissed with a caution.

Charles Gallagher, charged with being drunk and disorderly and assaulting a Chinese policeman in the French Concession, was sentenced to 60 days in jail [illegible] guilty before U. S. Commissioner N. E. Lurton. The sentence will be suspended as Gallagher is being deported today.

The local Canton Guild will meet this afternoon at 3 o'clock to discuss the political situation in Canton.

Machinery for the Wing On Cotton Mill in Yangtzepoo has completely arrived in Shanghai and its installation is being effected day and night. It is expected that the mill will begin operation in October. The town office of the mill will be located on the fifth floor of the Wing On Building.

Nyi Ah-pang, a carpenter, held up Zee Yui-ziang on Fokien road at 6 p.m. Friday afternoon and stole from him his leather wallet, containing 90 cents in silver. Nyi [illegible] weeks in the Mixed Court yesterday. A half hour after the above theft, and but a short distance away, on Chekiang road, Sung Sze-ziang, a hawker, snatched the silver neck charm from the person of a small child of Ying Woo-sz, who appeared in the Mixed Court yesterday and heard with satisfaction the one month's sentence imposed upon Sung.

Japanese authorities have announced that Shanghai and Woosung are considered cholera effected ports and on and after August 1, vessels from these ports will have to be quarantined while calling in Japanese ports.

Messrs. Chen Kuo-chun and [illegible] Whan-soon, representing the Hunan provincial Assembly will be host at a tea to be given to newspapermen at the Yih Ping Shang Hotel this afternoon.

According to the Kuo Wen News Agency, local German firms are comtemplating the award of a number of scholarships to Chinese students who care to study in Hamburg University.

Officers for the Good Roads Movement were elected at a meeting of the executive directors on Friday evening. The following were elected: President: Dr. P. W. Kuo; Vice-presidents: Commissioner C. F. Hsu and Mr. Sze Liang-chai; Secretary, Mr. J. T. Hsieh and Treasurer, Mr. K. P. Chen.

A special gospel meeting, evangelistic and healing, will be held at the Christian and Missionary Alliance Church, 106 North Szechuen Road, commencing today and continuing for a week. The speaker is Mr. Cecil Polhill, of London. Meetings are to be held on Sundays at 10:30, 4 and 8 o'clock, Tuesday and Friday at 4 and 8 o'clock, and Monday, Wednesday and Thursday at 8 o'clock. The sick are especially invited.

Ladies of the southwestern division of the American Women's Club County Fair are invited to attend a meeting at the Carlton Cafe Tuesday morning at 10 o'clock. Those who have not yet enrolled are requested to communicate with Mrs A. M. Sheldon, chairman, Central 2321; Mrs. C. E. Crane, vice chairman, West 630, or Mrs. C. H. Boynton, secretary and treasurer, North 1625.

Tsau Wong-sz, a Chinese woman was arraigned in the Mixed Court before Assessor Tanaka and Magistrate Tsang yesterday on a charge of abducting a 14-year old slave girl, Wao Kyi. The case was remanded for one week.

MOUTRIE GRANDS
Distinction is the attribute of every
MOUTRIE PIANO
Distinction of design, matchless tone and lasting qualities.
A safe investment always. Seven Years Guarantee is given with all our instruments.
S. Moutrie & Co., Ltd.

TAXI PHONE WEST 189
FORD HIRE SERVICE
$3 per hr. $1.00 per 20 min.
77 ROUTE VALLON

Were You Ever as Seasick as This?
Remarkable Results Obtained from "KIRBY'S Sea-Sick Cure."
A prominent physician relates the case of a young man, acutely sea-sick for three days. The third morning he vomited more than a dozen times. After taking the first dose of "KIRBY'S Sea-Sick Cure" he did not vomit again, and was able to eat dinner shortly afterwards. "KIRBY'S Sea-Sick Cure" produces no depression or disagreeable after effects. It's action is almost immediate, it is free from opiates, bromides, chloral and other noxious drugs. It stops and prevents trainsickness, climber's dizziness, aerial and other forms of nausea. Prominent physicians endorse it.
Sold at all dispensaries at $1.50 per box of 10 doses. Sole Props., Collins & Ross, London.

"They Satisfy"
Chesterfield
CIGARETTES
of finest Turkish and American tobaccos—blended
Taste is a matter of tobacco quality
We state it as our honest belief that the tobaccos used in Chesterfield are of finer quality (and hence of better taste) than in any other cigarette at the price.
Liggett & Myers Tobacco Co.
U. S. A.

Correspondence

Editor, THE CHINA PRESS:

Sir: Last year it was currently reported the British Flower Shop was for sale but it came to be nothing more than a rumor. This year it has been definitely decided to sell.

The accepted procedure, when a business is being sold as a going concern, is to advertise the fact, also the conditions governing that sale. So far, no advertisement announcing the sale has appeared in the press.

Now, as Americans are as deeply interested, as are our British friends in the proceeds of the sale, it is incumbent on the directorate of the British Flower Shop to obtain the highest sum possible, the success of the B. F. S. was in some measure due to the United support of Americans, Britishers and other Allies.

Therefore the large the sum resulting from the sale, the greater will be the amount available for charity. I am sure that is the wish of one and all.

There are two ways of attaining that end viz:

1. Sale by public auction.
2. By sealed tender.

Both have their merits and any other method adopted is always unsatisfactory. There is already much comment re the fact that no advertisement in any paper has yet appeared.

I am, etc.,
American.

July 28, 1922

Turks And Greeks Near Hostilities

(Reuter's Service)

London, July 28.—Impending resumption of Turco-Greek hostilities in Asia Minor is indicated in a message from Reuter's correspondent at Constantinople. He says that it is reported that Mustapha Kemal has left Angora for the front.

Advices from Athens confirm reports of movements of troops in Thrace, where two new divisions have reached that front. General Haljanesti, the Greek Commander-in-Chief, is with the armies in Thrace. The General Staff has moved up to the frontier, in the neighborhood of which a general offensive is being prepared. There is anxiety in Constantinople and the Allied High Commissioners have drawn the attention of the Greek representative to these developments.

President To Be Host To 600 M.P.'s

(Chung Mei Service)

Peking, July 25.—The Presidential cooks are going to have their hands full when they prepare a feast for all the members of Parliament on Wednesday. President Li Yuan-hung has issued invitations for the whole body to a feast in the Hawi Jen-tang, or dining hall of his Palace.

Preparations will be made for considerably over six hundred guests. This will be in the nature of a get together party as Parliament is scheduled to meet on Tuesday next.

AGREEMENT LIKELY

(Reuter's Pacific Service)

Peking, July 26.—Negotiations are now in progress between the Central Government and General Chang Tso-lin, and there is reason to believe that some agreement will be reached whereby the situation in Manchuria will be greatly improved.

At a meeting of the Local Assembly at Taitsihar on July 22 Mr. Liang Hsiang-tch was selected as Civil Governor of Heilungkiang, Mr. Shih Chi-chun was General Chang Tso-lin's nominee.

Sun's Forces 100 Miles From Canton

(Kuo Wen News Agency)

Canton, July 28.—President Sun Yat-sen's Constitutional troops, under the command of General Hsu Tsung-chih, are within 100 li of Canton City.

Fierce fighting continues on the North River between the Constitutionalists and Gen. Chen Chiung-ming's forces.

More than 3,000 seamen working on inland river steamers have formed themselves into a union for the maintenance of peace and order in Canton City.

Lane, Crawford & Co., Ltd.

Drapery Department

Pequot Sheeting

Suitable for Summer wear
thin and cool.

Lane, Crawford & Co., Ltd.

TEL C. 3463

ASTOR HOUSE SUMMER PAVILION

SPECIAL ENGAGEMENT ALL WEEK

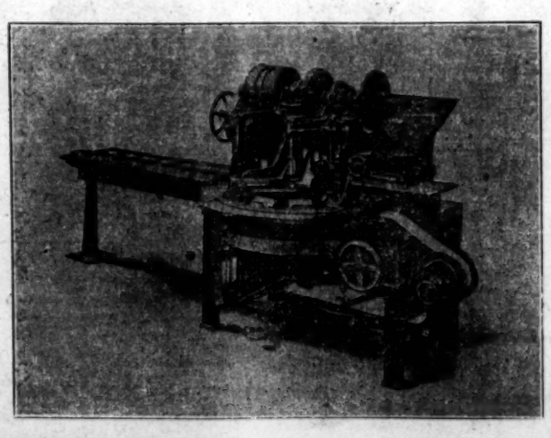
Commencing Tuesday Night, August 1st

THE FAMOUS DANCE ARTISTS

Miss HELEN COOK & Mr. CHERPINO

(Formally of the Russian Opera Company)
in a series of Classical Dances

CIGARETTE MAKING MACHINERY



AMERICAN MACHINE & FOUNDRY CO.

NEW YORK

Builders of Machines for making Cigars, Cigarettes and Cheroots and also for wrapping and packing Cigarettes and Tobacco of every description

LARGE STOCK OF CIGARETTE MAKING MACHINE PARTS AND SUPPLIES CARRIED IN SHANGHAI

SOLE AGENT FOR CHINA:

Wah Chang Trading Corporation.

NO. 9 NINGPO ROAD, SHANGHAI.

We have a few pairs more of Men's and Women's White Shoes to be sold at rock bottom prices. Come and get fitted.

Genuine Bargains

at the

Walk-Over Summer Sale

Women's White Kid, Buckskin and Canvas Shoes
Priced from $7.50 to $19.75.

Men's White Buckskin and Canvas Shoes
now selling at $7.25 to $17.75.

KEDS NOW $2.45 to $7.35

All White Silk Hosiery Reduced 20 per cent.

Walk-Over Shoe Store

24 Nanking Road

Tientsin Hong Doubles Results

The Tientsin Hong Doubles are now in an interesting stage. The B. A. T. (Norris and Yuan) beat the Chartered Bank 6-2, 6-1, The M. B. K. beat the Eastern Trading Company, 6-0, 6-0, and the Dollar Lumber Company beat the K. M. A. (Smith & Evans) 6-3, 7-5.

The semi-finals will be played this week and the finals on the T. L. T. C. courts on Saturday.

M. B. K. will meet the winner of Reiss & Co. versus Hongkong Bank and The B. A. T. will meet the Dollar Lumber Company.

Results in the second round were.

K. M. A. w.o. China Import and Export Lumber Co., Ltd.

Dollar Lumber Company beat Chihli River Commission 3-6, 7-5, 8-6.

Chartered Bank, beat Grimes Forwarding Agency 6-2, 6-3.

B. A. T. w.o. Hatch Carter and Co.

M. B. K. beat Tipper and Co. and Whitamore and Commons 6-4, 6-3.

Eastern Trading Company beat K. M. A. (P. C. Young and Rumjahn) 4-6, 6-2, 6-3.

Reiss and Co. beat Assurance Fr. Asiatique and Yangtsze 6-1, 4-6, 6-4.

H. and S. Bank beat Reiss and Co. (Larkins and Taylor) 6-2, 6-1.

37th And 38th Div. Win At Chefoo

(China Press Correspondence)

Chefoo, July 24.—The 37th and 38th divisions of the American torpedo flotilla won in a double-header here yesterday, the former beating the 12th division 8-0, and the 38th trimming the Buffalo 3-0. The 37th scored their eight runs in the fifth inning, partly on errors due to a rough diamond, which however is being considerably improved by the Y. M. C. A. the results were:

	R.	H.	E.
37th Div.	8	5	5
12th Div.	0	3	4

Batteries—Ward and Dunlap; Collins and Sikora.

	R.	H.	E.
38th Div	3	4	3
Buffalo	0	4	2

Batteries—L. Placencia and Petracek; Marmane and Boland.

The 38th got all their runs in the fourth. Placencia fanned 11 men. The lineups are about the same as played in Shanghai recently.

An all-Fleet team is soon to go to Peking to Play the Marines and the Tientsin Army men.

Clay Pigeon Club Meet Today

A cup presented by E. H. Himrod of the Shanghai Clay Pigeon Club will be shot for this afternoon commencing at half past four sharp. The competition will be 50 birds, Leggett Trap, scales handicap. Members are reminded of the Murray Challenge Cup Competition which is to take place on 12th August when it is hoped that Tientsin, Hankow and Honekong will enter teams. Last year Shanghai regained possession of the handsome prize by beating Tientsin 178 to 170 on which occasion Mr. H. H. Read created a record for the cup competition by breaking 40 birds straight.

Sporting Editor's Letter Box

The following letter has been received, and is published with Mr. MacCabe's reply thereto.

July 26, 1922.

Dear Sir:—Will you kindly enlighten me on the point as to whether in a breast-stroke (swimming) competition, it is compulsory for the contestants to keep their heads above water all the time?

Is it permissible to lower the head, making a straight line with the rest of the body, at the completion of a stroke, that is, when the arms and legs are fully stretched?

Further, are the swimmers allowed to keep their heads in the water as long as they are able to, and only coming up once in several strokes to breathe?

Thanking you in anticipation, and enclosing my card, I am Cordially yours,

ENTHUSIAST.

Rule 45 of the Amateur Swimming Association of Great Britain states:

Breast Stroke Swimming

(a) Both hands must be pushed forward together and brought back simultaneously.

(b) The feet should be drawn up together, the knees bent and open continue the movement with a rounded and outward sweep of the feet, bringing the legs together.

(c) The body must be kept perfectly on the breast and both shoulders in line with the surface of the water.

(d) When touching at the turn or finishing a race, the touch shall be made with both hands simultaneously.

From the above which is all the literature on the subject as regards the United Kingdom and the Continent of Europe (for all European countries which have sufficiently advanced in swimming organisation have become affiliated with the A. S. A. and have adopted its laws), it would appear that there is no objection whatever to a competitor lowering his head at the completion of a stroke, nor for the matter of that keeping his head in the water as long as he is able to.

As a matter of fact, from personal experience there would be little advantage in doing either of those things. Doubtless the idea is that by lowering the head, making a straight line with the rest of the body, there would be less resistance owing to the very fact that the submerged portion of the body would tend to be more nearly horizontal. In practice, however, swimmers who go in for this stroke for races do not find it any great task to maintain a nearly horizontal position even when the head is kept well above water all the time. Furthermore, any possible slight advantage thus gained would be more than offset by the increased difficulty of breathing, which is the all-important point in competitive speed swimming.

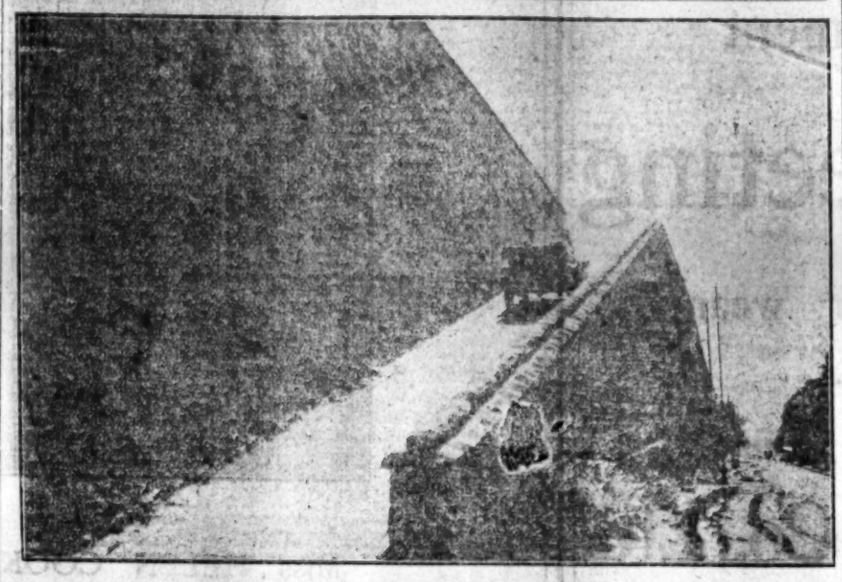
Obituary

M. JULES GUESDE

(Reuter's Service)

Paris, July 28.—The death is announced of the former Minister M. Jules Guesde.

-:- Buick Climbs Peking City Wall -:-



EVERY automobile demonstrator in America has his favorite hill for demonstration purposes. There he takes the prospective buyer and with cutout wide open snorts up and down, on high from a running start, or in low gear from a dead standstill, picking up power all the way, he will tell you.

In China, however, they do things differently, and particularly in Peking. Howard Ricks, local manager in Peking for H. S. Honigsberg and Company who have the agency in China for the Buick motor car, has conceived the idea of demonstrating the hill-climbing possibilities of the motors which he sells by running them up and down the ancient wall which still surrounds the metropolitan city of Peking.

The photographs herewith show Mr. Ricks going into action on the Wall with a Buick 4. The runway up to the top of the wall is 200 feet long and has a twenty-one percent grade. After a bit of tuning up, the Buick took the grade on high without any trouble, starting at 20 miles per hour at the bottom and hitting the top at 10 miles. Inasmuch as the going over the rough bricks is not very good, this performance is considered a bit out of the ordinary.

Tientsin Wins And Loses; Army Wins In Rain

One of the fastest and cleanest games of baseball ever played on the Tientsin diamond was stopped in the seventh inning Saturday by a rainstorm. The Army had a narrow lead of 1 run to 0 over Tientsin.

Play was snappy and full of pep from the opening frame, when Tientsin narrowly missed scoring on the last man out, with bases full. The Army came back strongly in the second half of the first, sending their lone tally across on the second out.

Both infields put up a brand of ball rarely seen in Tientsin, Tucker, Thornton and Wilhoit for Tientsin figuring in some brilliant fielding and double plays. Madge, Dusty Miller and Oberkolfer also swung the apple about in big league style.

Rumpf pitched a heady game throughout, and with his team strongly behind him, stood a fair chance of winning from the Army if the game had gone the full distance.

Tientsin went out in the first half of the seventh, when the storm broke, scattering the fans for ricshaw, home and mother. There was no actual rain at the time, but the light failed and the two captains agreed to call the game.

The Army gets a win, 1-0.

The Tientsin Civilians won their game Sunday afternoon from the Tientsin Japanese team, by the score of 4 to 3.

"Cap" Tucker, who was in the box for the Civilians, pitched a splendid game throughout, and it was through no fault of his that the Japanese scored three runs. In the second inning, an error had more to do with the scoring of the team from the Japanese Concession, than anything else.

Walter Sokall, formerly of Shanghai, continued to spear the high ones, out in center field, and also got a clean single. Besides all this, he banged out, what had all the earmarks of a three base hit but one of the Japanese fielders was playing very deep and managed to pull the ball down. The position in which this outfielder was playing is certainly a great compliment to Sokall's hitting ability.

Although Sunday's affair was a practice game, it certainly goes to prove that the "Civies" are at last hitting their stride. Although they were three men short and were up against one of the best pitchers in the East they won on their merits.

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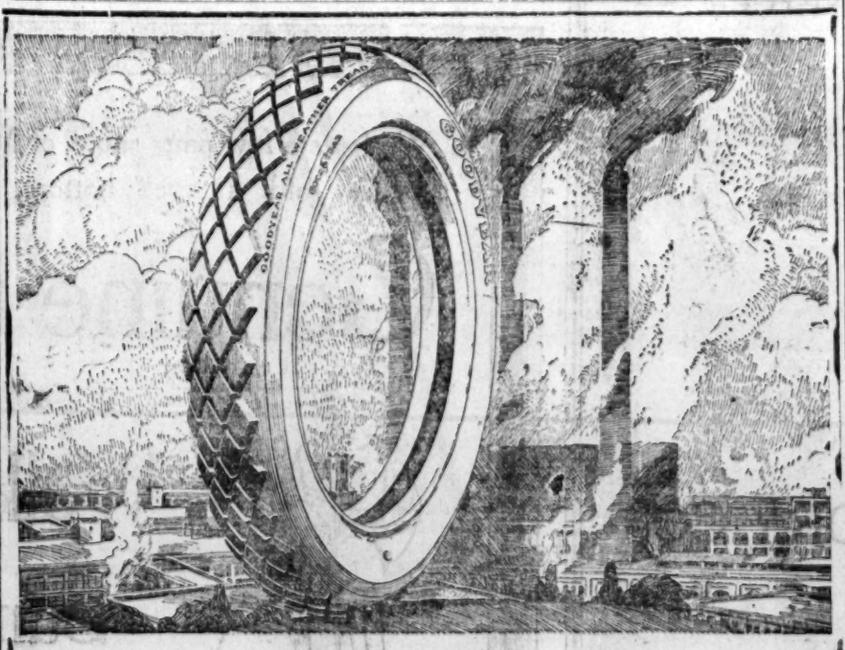

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E. E. LEVER,
General Manager.
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T. F. 11

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T. F. 30

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TO LET for August a cool comfortable furnished house, Western district, tennis and telephone. Apply to Box 1074, THE CHINA PRESS.
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50006 J 30

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T. F. 23

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50714 A 5

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T. F. 39

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50685 J 30

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50644 A 1

HOUSES FOR SALE

FOR SALE. Six modern semi-detached foreign residence with five mow of land in Northern district. A very desirable property for anyone interested. For particulars, apply to Box 715, THE CHINA PRESS.
T. F. 1

ROOMS TO LET

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50713 A 5

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50620 J 30

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EXPERIENCED Chinese, all round office man, seeks position as cashier, bookkeeper, clerk or interpreter. A. 1. references. Apply to Box 1064, THE CHINA PRESS.
50597 A 1

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SWEDISH Masseure wants room with board in family requiring massage or male nurse. Reply to Box 1103, THE CHINA PRESS.
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50693 A 1

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T. F. 1

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COUPLE desires unfurnished flat of 2 large rooms with verandah, bathroom, kitchen and servants' quarters. Vicinity of French Park preferred. Apply to Box 1115, T. CHINA PRESS.
50706 A 2

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50664 J.30

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T. F. 32

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A 2

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50686 A 1

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T. F. 19

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T. F. 16

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Vacant, one large front room, facing South, with verandah and bathroom attached. Apply Mrs. G. Pollock.

TO LET
One front room with private bathroom and verandah, also one attic room with full board. Please ring up North 482.

TO LET with Board. Well furnished bedrooms, with private bathrooms. Tennis. Garage. Every home comfort, suitable for married couples. Phone West 1548.

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50375 A 12

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50747 J 30

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50697 J 30

TO LET, nicely furnished rooms, with bathroom and veranda attached. Without board. Apply 30 Quinsan Road.
50698 J 30

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50710 A 2

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50661 J.30

AUGUST 1st. Two large cool attractively furnished rooms, (bathroom, verandah) with full board in private family of two Bachelors or married couple. Address Box 1094, THE CHINA PRESS.
50662 A.1

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50630 A 2

TO LET four well furnished rooms with bathrooms attached. Can be had separated or altogether, also kitchen. Phone West 1919. No. 136 Jessfield Road.
50625 A 1

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50582 J 30

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50507 A 1

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T. F. 12

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50452 J 30

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T. F. 3

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50079 B

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News Notes Of Shanghai Trade

(The following article is reprinted from yesterday afternoon's edition of The Evening Star because of the clear manner in which it depicts the unusual conditions existent in the Shanghai cotton market today. Detailed reports of all markets are printed every Friday in The Evening Star and each Saturday there is a review of some salient feature of the week's trade.)

The lean kine is now beginning to eat up the fat kine with a vengeance, and for the past two or three months there has been a most depressing story to tell of cotton mills of Shanghai been chocked with stocks of yarn, the absence of demand while now comes news of stopped spindles and looms, bank overdrafts, non-payment of interim dividends, calling up of increased share capital, unmoved stocks high prices of cotton which do not make it profitable for mills to manufacture, and the uncertain political situation in China.

The Shanghai cotton industry today is wallowing in the slough of Despond, and is now going through as bad an experience as any pessimist would have predicted. How long the bad time is going to last no one can definitely say, but it is certain that for the next two months at least the local mills will suffer acutely. Some of the cotton mills have been losing money recently even though optimists on the Shanghai Stock Exchange cannot bring themselves to believe this.

Where in recent years the mills of Shanghai have been working full speed to manufacture cotton yarn and have been paying big dividends which have turned the other industries green with envy a cloud of depression now overhangs it, and mills are staving off losses by going on short time. Many mills have stopped work at night, while a good many as well have curtailed their output from 20 to 10 percent.

It is rumored that the Oriental Cotton and Spinning Mills will stop work entirely from August 1 for six to eight weeks, in other words, until the new cotton crop comes on the market at about the end of September. The Ewo Cotton Mill, the largest of its kind in China, will skip the interim dividend, the knowledge of which fact has sent the price of these shares down on the Stock Exchange. It is extremely doubtful whether this Company will be able to maintain its last dividend level in face of the bad times that the industry is experiencing and the large issue of new shares offered to the shareholders at a premium of a hundred percent. It will be remembered that the Ewo Mills paid last year a dividend of 60 percent, the Oriental 50 percent and Laou Kung Mow and Shanghai Cottons 40 percent each.

The general belief is that dividends this year will be smaller, the Shanghai Cotton Company's results permitting of a smaller dividend which is a very good indication of what is coming in future. The Shanghai Cotton Manufacturing Company has made less profits this year than last, the figures being Tls. 2,060,089.92 against Tls. 2,821,455.60 against a dividend of Tls. 20 per share, the shareholders have now to be content with a distribution of only Tls. 12.50.

It is rather amusing to read in a certain paper that an announcement with regard to the interim dividend of the Ewo Company is expected shortly. No announcement is certainly required for the knowledge that none is going to be made is common property in Shanghai today. It is also rumored that the Laou Kung Mow Mill will curtail production immediately, and cut out night work. A week ago this curtailment of production was confined only to the Chinese owned mills, but since then apparently wiser counsels have prevailed among the foreign mills and slowly short hours are being resorted to. The Ewo mills are working full time, while not a single Japanese mill has stopped work although they admit that they are losing by it.

The demand for cotton yarn is very poor and the off take very small. Stocks have been increasing. Usually at this time of the year the demand is sluggish, but this year the acute shortage of Chinese cotton has made the situation bad for the local mills. Most of the mills three months ago bought cotton cheap.

The stocks held in the mills of Shanghai today amount to between 70,000 to 80,000 bales of yarn, which is a large quantity, and this is being increased by the continual output from the mills with no demand for the stuff.

It is difficult to estimate what the loss would be to the various mills. Some of the mills, as has been stated, bought cotton cheap, some have ample supplies of the staple, while others have not sufficient of it, and with very spare supplies of Chinese cotton at the close of the season they are constrained to go short time. Although Indian cotton at present is cheaper than Chinese cotton, the mills are reluctant to place any orders in view of the fact that Indian cotton will take over a month to arrive.

The rise in American cotton has killed the demand so far as the Shanghai mills are concerned. The new Chinese crop, as was pointed out, will come on the market at the end of September and almost all the mills are content to wait till then rather than make fresh committments at at this juncture.

When cotton rose in price many of the Shanghai mills sold their stocks of cotton rather than convert it into yarn, as they had already large stocks of yarn lying on their hands. The price of yarn being so low now, these mills are compelled to carry them, and are hoping that a demand from the interior will spring up soon, which is not likely, as the cultivators there are too busy planting to give any thought to luxuries like piece-goods and cotton yarn. There is an absolute lack of confidence in the situation, and dealers in the interior who would like to add to their stocks are afraid of the marauding military.

More Indian cotton has been imported into Shanghai this season than in any previous one. From January 1 of this yaer to the present date Shanghai received from India 349,848 bales of cotton, while from the United States the imports have been during the same time, 349,848 bales.

The last two months marked the transition period in the local cotton trade. While conditions today are by no means hopeful, all eyes are fixed on the prospects of the new Chinese cotton crop. In this industry calculations as to the future are largely centered on the prospect of a bumper cotton crop and a fall in the price of the staple.

However, the known facts regarding the new season inspire the hope that the crop will be a good one. The soil has been well prepared and there has been good rainfall in the cotton-growing districts. Prospects favor an increase in acreage. The critical period will be the next two months when typhoons may possibly damage the crop. Opinion about the prospects of the new crop appear to be divided into two camps, although the optimists are in the majority.

The new crop has experienced so far fine weather.

In the new crop business has been done at Tls. 31.50 for the Tungchow quality. Stocks of old cotton in Shanghai are small and a very small business is being done at Tls. 33.40 for Taichong and also in Hankow and Shensi.

The Bombay cotton market is firm owing to large shipments to Japan and Europe and stocks there are stated to be decreasing and holders not overanxious to part at low prices. In spite of the daily decline of American cotton Bombay prices have kept very firm.

Stocks of cotton in Shanghai are very small at present. No business is being done in Japanese yarn as the price in Japan is dearer than Chinese. Chinese cotton is even cheaper than Indian. For the next two months at least the cotton industry of Shanghai will be passing through one of the most difficult passages of its history.

Naturally one hopes that by that time most of the difficulties will have been surmounted, but it is very unlikely that the cotton mills could distribute the same dividends that they did the last year. Having suffered the greatest slump in recent years, it would be then interesting to see what effect it has had on the industry. Some time must elapse before the mills could succeed in clearing out stocks. At present they are faced with this difficulty that they have to perform the simple operation known as "marrying" their stocks. The deeper results of a tense time in the cotton trade are perhaps most to be observed amongst the hands that are being dismissed.

Passengers Arrived

Per C. N. s.s. Hsin Kiangteer from Ningpo: Mrs. S. Kriger, Mrs. E. Kriger, Dr. C. W. Loh, Messrs Calder, C. H. Lavers.

Per C. N. s.s. Sinklang from Hongkong: Misses S. A. Kendrick Wong Ya, Messrs J. H. Ambrose F. W. Ambrose, J. P. Wilson Schuepp.

Per C.M. s.s. Kiangwah from Hankow: Mr. P. Hess, Rev. Leguelle, Rev. Deshos, Rev. Coloetz.

Per C.N. s.s. Ngankin from Hankow: Mr. Pearson.

Per I-C. s.s. Loongwo from Hankow: Messrs. G. O. Richardson, H. F. Retchford, Ellis, one Naval Rating.

Steamers Arrived

July 29—Yungshin from Ningpo
July 29—H. K'teen from Ningpo
July 29—Machaon from L'pool
July 29—Sinkiang from H'kong
July 29—Yokohama Maru from Hongkong.
July 29—Tanda from Calcutta
July 29—Kiangwah from Hankow
July 29—Loongwo from Hankow
July 29—Ngankin from Hankow
July 29—Isshin M. from T'tao
July 29—Haruna M. from Japan
July 29—Fujisan M. from Wuhu
July 29—Egremont Castle from New York.
July 29—Tongan from Dairen
July 29—President Jackson from Hongkong.
July 29—Nanking from San Francisco.
July 29—Telemachus from Japan

English Cricket

(Reuter's Service)

London, July 28.—At the Oval Surrey beat Lancashire by eight wickets. In Lancashire's second innings E. Tyldesley made 111.

At Southend Essex beat Kent on the 1st innings. For Essex Perrin made 101. By taking Perrin's wicket Wooley (Kent) is the first to achieve the double honor of 100 wickets and 1,000 runs this season.

At Birmingham Warwickshire beat Leicestershire by 4 wickets.

At Weston-super-Mare Somerset beat Middlesex by 2 wickets. Hendren made 100 for Middlesex in the 1st innings.

At Eastbourne Hampshire beat Sussex by 7 wickets.

COUNTY CHAMPIONSHIP POSITIONS

				First Inns.				
	Pld	Won	Lost	Won	Lost	Poss	Pts.	Pcntg.
Yorkshire	21	15	1	3	2	105	81	77.14
Surrey	16	11	2	3	0	80	61	76.25
Notts	18	12	4	2	0	90	64	71.11
Kent	16	10	2	2	2	80	54	67.50
Lancashire	20	13	4	1	2	100	67	67.00
Middlesex	14	8	4	1	1	70	42	60.00
Hampshire	14	7	4	1	2	70	37	52.85
Sussex	22	9	11	1	1	110	47	42.72
Somerset	17	6	6	3	2	85	36	42.35
Essex	16	4	3	5	4	80	30	37.50
Derbyshire	16	5	8	2	1	80	29	36.25
Warwickshire	19	6	12	0	1	95	30	31.57
Gloucestershire	18	5	12	1	0	90	27	30.00
Leicestershire	18	3	9	3	3	90	27	23.33
Northamptonshire	15	3	11	0	1	75	15	20.00
Worcestershire	17	1	13	0	3	85	5	05.88
Glamorgan	15	0	15	0	0	75	0	00.00

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Northcliffe And His Men

Inside Story Of Methods Of Newspaper Magnate Now Struggling With Illness—Pitting One Editor Against Another—His Revolutionary Influence On British Journalism

BY F. W. WILSON

Lord Northcliffe, founder of the Daily Mail and holder of the controlling interest in the London Times, became in the war a world-wide figure. He fought Asquith and Kitchener, and his papers were burned on the London Stock Exchange. He claimed to have got the soldiers shells, machine guns and tin hats, to have got them into the trenches and then to have brought them home. Then he quarreled with Lloyd George and in 1919 at the height of the feud his health gave way. He was operated on for an affliction of the throat, and since then he has never been able to devote himself with his old intensive energy to his newspapers. Strange rumors have floated down Fleet Street as to extraordinary changes in personnel, and there have been whispers of amazing orders from the "chief," received by wireless or telephone. A world tour allayed these rumors for a while, but, following his return, came the announcement of his resignation from the Newspaper Proprietors Association and an attack on tthe "millionaire owners of papers." Stories were broadcast about the unhealthy state of the body politic of Carmelite House and Printing Horpe Square, and then, a fortnight ago, the world heard of another breakdown in health and of the issuing of writs for libel against Northcliffe by two of his most stalwart lieutenants—Sir Andrew Caird, Vice Chairman of The Associated Newspapers, Ltd. (The Daily Mail, The Evening News and The Weekly Dispatch), and Mr. Walter S. Fish, a Director of the same company.

One of the reasons for the success of the Northcliffe press has been his gift for selecting the right man to do the right bit of work. Of the twelve Directors of The Associated Press, the Chairman, Thomas Marlowe, editor of The Daily Mail, and some eight or nine others have served in subordinate positions on the staff. Some, like Mr. Marlowe and Mr. Fish, started as reporters. Others, like Mr. Beattie, as sub-editors and others, like Mr. Bussy and Pomeroy Burton, in small positions on the business side.

It used to be alleged in Fleet Street that the staff of The Daily Mail changed every fortnight, but the truth was that almost anybody got a trial on the paper and that no one was more faithful to his staff and more encouraging to those who had manifested ability and the capacity for hard work than Lord Northcliffe. Men like the late Kennedy Jones made fortunes with their generous chief, and there was no newspaper in London on which merit was so quickly recognised as on The Daily Mail. The 'chief,' as all Carmelite House calls Northcliffe, would always send a personal telegram to congratulate the successful reporter, and the clever handling of a big story in the subeditors' room would receive a word of praise in the daily bulletin.

BULLETINS A DAILY TRIAL

These daily bulletins were personal messages from Lord Northcliffe to the whole staff. They compared the paper with the other London newspapers and awarded praise and blame in a lavish and epigrammatic fashion. If the news editor had missed a story the fact was ruthlessly pointed out to him. If the chief subeditor had not given proper importance to some happening he was pilloried in the chief's message, which was stuck up on the back of almost every door in the building so that all could read.

It used to be a little humiliating for a chief subeditor to come in on an afternoon and see a couple of office boys grinning around some reference to his Scotch ancestry. For whenever a good humorous story was buried or when a safe line was taken on some sensational bit of news Northcliffe's unfailing comment was, "I see the Scotchmen won again last night. "But more often these daily messages contained valuable hints and criticisms from one who knew the newspaper business backward. It used to be said in the office that "Whom the Lord loveth he chasteneth." I remember one communique which contained this sole remark, "I see Mr. Pomeroy Burton was playing golf yesterday."

Carmelite House is full of stories of wonderful and rapid promotion. Northcliffe had a habit before he bought The Times and became occupied with world politics of wandering about the corridors, stopping young men and asking them if they were satisfied. If they said no it was likely that he would promote them to some foreign capital at an Ambassadorial salary. His system inside the office was always to have two men working against one another. He took delight in watching from his Olympian aloofness their struggle for power, and he firmly believed that he got the best work from the two of them. It was considered a fatal thing in Carmelite House to be sent away on a holiday by the 'chief.' When you returned the odds were that you found somebody else doing your work, and the only way you could retain your position was by getting down in the morning before your rival and occupying the one chair. It is alleged that the present editor was one of these appointments, and that the daily strain of getting down to occupy the editorial chair broke the nerve of his competitor. There is a story told to illustrate this benevolent autocracy that the famous and whimsical little war correspondent of The Daily Mail, Charlie Hands, was once entering the elevator with Lord Northcliffe, then Sir Alfred Harmsworth. As Charlie entered he took off his hat and made a sweeping bow to the elevator boy.

"What did you do that for?" asked the chief. "Well," said Charlie, "you've got to be careful in this office you know. He may be the editor tomorrow."

CAIRD A CANNY SCOT

Both Andrew Caird and Walter Fish are old and tried servants of the Northcliffe press. Caird is a Scotchman from Dundee who served his apprenticeship to journalism on a Dundee paper before coming south to join the Northcliffe press. On The Daily Mail he served as a reporter and became one of the most reliable and hard working of political correspondents. He was in the gallery and the lobby of the House of Commons for years until, as a result of one of Northcliffe's shuffles, he was brought into the office of chief subeditor. He was mainly responsible for establishing the remarkably accurate standard of editorial efficiency which has characterised The Daily Mail. It was said at the same time that he killed all humor in the paper and that any story with a lightness of touch was certain to succumb to his vigorous blue pencil. His judgment was slow, safe and sure, and after a few years at the desk he became night editor. In this position he ruled the office with a rod iron, unceasingly demanding 'facts' in a rasping Scottish accent and perpetually having erring members of the staff on the carpet.

His regime produced an accurate, efficient, but dull paper, and before the competition of The Daily Express Northcliffe removed him to the business side of his organisation. There Andrew was a great success. He was actively associated in that advenfure which brought the woodpulp of Newtoundland to the printing presses of Fleet Street. He organised and conducted the Manchester edition of The Daily Mail, an enterprise which owes most of its success to Caird's canny business forsight.

During the early and difficult days of the war Caird largely was responsible for conducting the paper and its associated enterprises through financial quicksands. Northcliffe recognised his business ability and his knowledge of publicity by bringing him to the United States on the Northcliffe war mission, where his services were recognised by a knighthood.

Sir Andrew moved from Clapham to Knightsbridge and mellowed considerably. At the present moment he is in control of the business side of The Associated Newspapers, a side which includes exhibitions, competitions and insurance schemes of unique originality and far reaching effect. Slow to humor and cautious to an uncanny degree, Sir Andrew has long been a useful brake on Northcliffe's more generous and extravagant ideas. I should not be a bit surprised if the present libel action arose out of some humorous bulletin directed against Sir Andrew. He also has been for years the representative of The Associated Newspapers on the Newspaper Proprietors' Association. It is likely that he strongly differs from his chief as to the advisability of the latter's withdrawal from that organisation.

Walter G. Fish started journalism as a reporter for a London news agency. He possessed an immense capacity for work and an accuracy in ascertaining facts which soon brought him to the staff of the young Daily Mail. Fish never wrote a bad one, and legend has it that these characteristics earned for him one of Northcliffe's lightning promotions. Northcliffe, it is said, walked into the reporters' room one morning and made Fish news editor. As news editor he was a great success; his only serious rival in London being Perris of the Daily Chronicle. He developed a wonderful nose for news and a method of cross-examination which rendered the nervous or careless reporter dumb with a consciousness of his own inadequacy. A small, slight man with piercing eyes and a quiet, deadly manner. Fish was at his best on a big story. Then he would mobilise his whole staff and sit quietly at his desk picking up the threads of the story as it developed and producing complete and varied accounts for the night staff.

Just before the war Northcliffe tried Fish at the chief subeditors' desk, but this was an unknown land and he proved a failure. His nose for news did not carry with it a sure judgment and he was responsible for the printing of one of the worst canards of the war. London was startled one morning in August, 1914, to read in a special edition of The Daily Mail that seventeen German battleships had been sunk off the coast of Holland. Toward the end of the war he did valuable work on the coal commission and was decorated for his services, and when the office was reorganised he became a Director with special charge of labor.

LABORER WORTHY OF HIRE

Whatever Northcliffe's faults may be, this must be said for him, he revolutionised British journalism. He raised the poorly paid Fleet Street hack to a position of self-respect and importance. His men were well trained, well paid and well treated. If Northcliffe chastised them severely he at least rewarded them adequately, and his rule was paternal. Northcliffe was proud of his men and his men were proud of Northcliffe. To be on the staff of The Daily Mail often meant incurring rude jibes and rough jokes, but every one down to the newest joined cub reporter was an enthusiastic defender of the 'chief.' Northcliffe could inspire loyalty and respect because he not only knew the game so well but also because he was so very human. When journalists began to agitate for a minimum wage and a five-day week Northcliffe gave his full support to the movement and inaugurated a salary system which made the minimum wage appear ridiculous. He insisted on the business side of his firm helping the new trade union in every possible way and himself became a member of the Journalists Chapel in Carmelite House. It is even said, on one occasion, that he threatened to report his reporters to their own organisation.

With the mechanical side of his organisation Lord Northcliffe has never had the slightest trouble. When, during the railway strike, a sympathetic printer wrote to the 'chief' demanding that the adverse criticisms of the railwaymen in the editorial columns of The Times should be withdrawn, Northcliffe's assertion of his right to print what he liked was supported by ninety-five percent of his mechanical staff. Everybody working on the Northcliffe press has felt certain of getting a square deal from the "Old Man."

Northcliffe does not run a paper for dividend and he has no objection to paying high wages. His policy always has been the highest wages and the best work, but it is a policy not to the liking of business men. He has quarreled with the Newspaper Proprietors' Association, not so much because of their introduction of capitalistic owners as because of their attempted cheese paring policy over wages.

Newspapers have had a hard time in Fleet Street since the war. Papers have paid. Printing bills have increased tremendously and the new owners of journals have found newspapers a rapid means of losing money. Northcliffe runs a paper because he likes the fun of it, because he feels that he has a duty to the public and a duty to his employes. It is easy to see how the businesslike brains of Sir Andrew Caird and Walter Fish are more in sympathy with the wage-cutting principles of the new owners than with the ideals of Lord Northcliffe. It is easy to see also how Lord Northcliffe has unconsciously raised within his own firm powers capable and desirous of altering his policy. He probably still sees Andrew Caird and Walter Fish as struggling reporters dependent on his slightest whim. There are probably faults on both sides, but of one thing I am certain, Lord Northcliffe never will be a party to any policy by which faithful labor is prevented from enjoying adequate remuneration. If he is to preserve his happy family at the cost of a few directors he can console himself with the thought that directors are a luxury.

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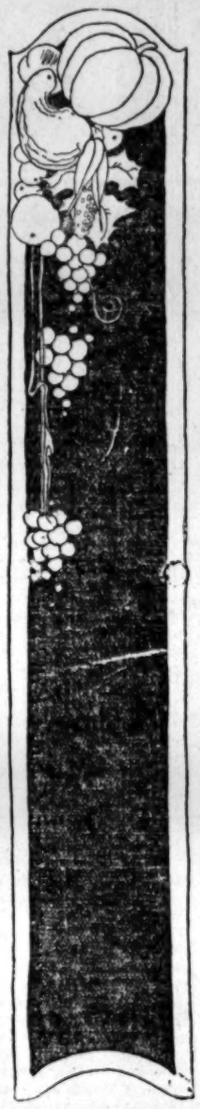

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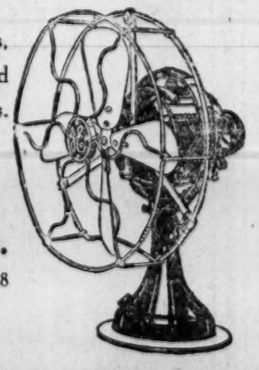

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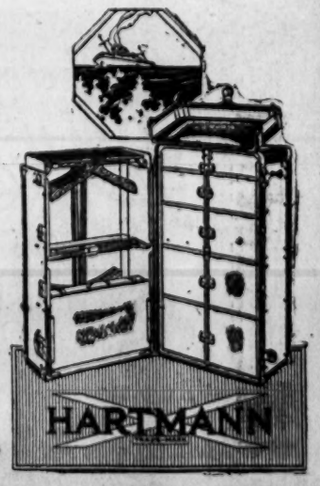

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Venus May Show Signs Of Life, Says Scientist

Possibility Of Other Nearby Planets Supporting Intelligent Existence Is Rejected

Washington, June 24.—While there may be many worlds—millions of them—populated by beings and cultured by civilisations, the planet Venus, according to Dr. C. G. Abbot, assistant secretary of the Smithsonian Institution, is the only one known to scientists whose conditions most nearly approximate those under which life thrives.

Writing in the annual report of the institution, just made public, Dr. Abbot, while he does not declare Venus to be inhabited, rejects the possibility of other nearly planets holding intelligent life.

Dr. Abbot does cite, however, the chance that there may be any number of celestial bodies, yet invisible through the most powerful telescope, on which there may thrive some sort of life.

As is well known, the scientist states, stars are suns like our own and just as Old Sol has his retinue of satellites, of which one, at least, is inhabited, so may the distant ones have one or more populous followers. However, most of these are so far from us he says, that it is hardly conceivable telescopes will ever be so perfected as to detect their systems, if they have them, or decide whether or not such bodies do exist.

"The probability is that they do," Dr. Abbot states, "and in such immense numbers that among them there may well be many suitable for abodes of intelligent life. This subject, of course, opens the door wide of speculation, but this field lies so far from the realms of certainty that it is not my purpose to enter upon it here."

MOON BONE DRY

The moon, he continues, is known to be a waterless, airless, mountainous desert. There is no probability whatever that intelligent life can be there. No living things, scarcely even the hardiest chemical compound, can exist upon the sun because of the intense heat. Water, if that could reach the sun as steam, would be instantly separated into its component gases, oxygen and hydrogen.

Of the sun's outer planets, Neptune, Uranus, Saturn and Jupiter are considered to be composed of gases of slight density. The theory of life on these would be rejected for that reason alone. Their temperatures, however, also would render them unfit for life, that of Neptune being estimated at minus 400 degrees Fahrenheit, Uranus minus 380 degrees, Saturn minus 380 and Jupiter minus 270. Moreover, their density is another factor. The density of Jupiter, which is the greatest of the four, is only 1.3 that of water.

As shown by its low reflecting power, Mercury, Dr. Abbot declares, like the moon, is an airless waterless waste, and besides being baked by a torrid heat twelvefold that of our own planet, there can be no thought of life there.

The main requisites of life are light, certain inorganic salts, carbon compounds, water and warmth. Plant and life requirements of light are very elastic. Plants grow and animals thrive on earth where light is a thousandfold less than daylight, and the full sun is far from being too strong for most of them.

As to Mars, the scientist declares, thorough researches have shown the atmosphere of that body to contain less than one-fifth the water vapor found on the would be expected of descriptions of the moon by persons who had never observed our satellite without a telescope. The Martian polar caps, he believes, may be thin deposits of hoar frost or frozen carbonic acid gas.

The light on Venus is 1.1 that of the earth; spectroscopic observations of star light and analyses of star materials fallen upon the earth show that the stars are composed of exactly the same components as the earth. Therefore, two conditions are fulfilled on Venus.

Water vapor and water clouds are responsible for maintaining equable temperatures; the water vapor in the earth's atmosphere seems to be responsible for maintaining our temperature fully 56 degrees F. above what it would be if, notwithstanding the absence of clouds, the sun shone no more intensely on the earth. It remains to be proved by scientists that moisture conditions essential to life prevail on Venus.

The only obstacle to deciding forever the habitability of Venus is her ever surrounding envelope of cloud. There has never been absolute proof that the surface of Venus has ever been seen by an earthly observer, the article states. Many observers have claimed to have penetrated to the planet's surface, but no decisive proofs have been offered. This fact alone, says Dr. Abbot, seems sufficient to render disputative observations tending to show that rotation of Venus about its axis is equal to her period of revolution about the sun.

EXTREME COLD AND HEAT

Were this a fact, scientists claim, one face of the planet would ever be turned toward the life-giving sun, with the result that that half would be constantly in blistering heat, while the other would be in extremest cold.

However, Dr. Abbot declares, the high reflecting power of Venus, about 60 percent, demands apparently the existence of clouds and these clouds can hardly be of other substance than water. If it were a fact that the rotation period of Venus were equal to its period of revolution all the water would be distilled from the hot side to the cold, and these clouds would disappear.

Deciding the period of rotation is at present dependent upon spectroscopic observations and they are not competent to indicate more than that the period of rotation is large, as compared to our day. They are not accurate enough to show that the period of rotation is 225 days, equal to the year of Venus, but it may be anything above ten terrestrial days. As for the reported observation of markings upon the planet, which are said to rotate in 225 days, this observation can only be regarded with the greatest doubtfulness, is Dr. Abbot's conclusion.

He notes that spectroscopic studies by the scientist, St. John, tend to throw doubt on the existence of water vapor in the atmosphere of Venus. His observations have shown few, if any, water lines in the spectrum of the planet. If this were so, and the clouds are not water clouds, habitability of Venus would be an improbability, Dr. Abbot says. It is difficult, however, he states, to understand the high reflecting power if clouds are absent.

Dr. Abbot believes, however, that the absence of water lines in the spectra of St. John is the result of the light being reflected from the clouds, back to earth through such a thin envelope of water vapor as to render invisible the water vapor lines. This possibility co-incides both views, and further experiments are to be conducted this summer to that end.

If the clouds on Venus are water clouds then, Dr. Abbot concludes, conditions of temperature and moisture on Venus are very similar to those upon this earth.

Profiteering Hospitals Under Fire In Chicago

Chicago, June 9.—Profiteering hospitals in this city are to be investigated by the committee of Aldermen which has charge of the high cost of living. Russell J. Poole, Secretary of the commitee, said he knew of a hospital which charged $2 for cascara purchased for nine cents an ounce.

The committee also was authorised to begin a campaign against manufacturers of soft drinks who are flooding the market with concoctions of water, saccharine and chemical colorings, which are sold as soda water and pop.

"The stuff is merely water, colored and sweetened with saccharine, which has no food value," Mr. Poole said. "One pound of saccharine is equal to 525 pounds of sugar, and costs less than $2."

The Movie's Newest Role: An "Americaniser" Abroad

Someday the motion picture may be considered as having Americanised, in a greater degree than any other force, that part of the civilised world which sees motion pictures.

John W. Hicks, jr., managing director of the Australasian interests of the Famous Players-Lasky Corporation, told of the influence which motion pictures that are made in America are exerting in foreign lands. Mr. Hicks began his work in the distribution of motion pictures with the old General Film Company. He formerly was with the Kansas City branch of the Famous Players-Lasky Corporation, and before his appointment to the Australasian position he was assistant general sales manager for the concern in the United States.

"To say that the value of the motion picture lies solely in the entertainment it provides is, of course, to set for it a limit which it already has proved to have gone beyond," Mr. Hicks said. "It has been granted recognition as an educator of a type which is exclusive to itself; it has exerted a strong influence on the social and other phases of life in the country. But the average American does not realise to what extent foreigners emulate him and his ways after seeing American-made motion pictures.

"In Australia, for example, American films are liked better than those produced in England, France, Germany or Italy. Australia's preference is that also of New Zealand and Japan. Audiences see the way Americans dress, the manner in which they conduct themselves socially; they see the houses they live in and the buildings generally that they use. The modes suit the foreigners, and imitation begins.

"In Australia, in particular, such is the case. England, the mother country, is six weeks away, the United States only three. That enables the United States to keep ahead of England, so the various American styles are considered fresher. America furnishes by far the greater part of the world's movie supply, and its products are taken as standards.

"Not long before I left Sydney, members of the Society of Architects viewed a picture in my office. They obtained ideas in home construction and decoration. You know, the American producer is careful, and will go to great expense to create finely appointed home interiors, and some of the most attractive mansions are used for exteriors. The motion picture is proving a veritable teacher of better homes' lessons.

"The movies are full, too, of 'pointers' concerning motor cars, hotel service, park and boulevard development, merchandising methods. It is a fairly simple thing, for example, that a merchant should be apprised of a better arrangement for his store through the medium of the motion picture, but it means a whole lot to the merchant. America's advanced methods are being illustrated in such graphic fashion that they are being adopted and will be adopted in larger measure. Besides that, the American spirit of initiative and 'pep' is exemplified in the motion pictures. Is there any reason that the spirit should not inspire and stimulate people beyond our boundaries?

"My territory has been extended to include such places as Java, Straits Settlements, Borneo and other islands of the South Pacific. I am confident the same Americanisation process will go on in those queer lands. You know how readily the more or less savage native of Borneo takes to the 'top hat' and calico dress of civilisation. Well, the American motion picture is disseminating refinements of much more importance than those things. America is gaining new acquaintances every day, and the motion picture may be looked upon as effective in opening up the way for further international trade."

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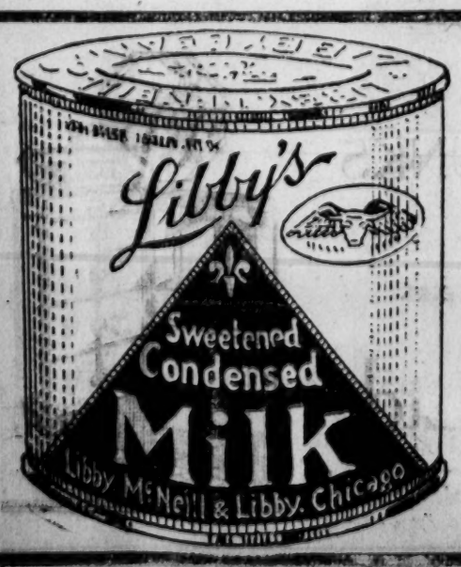

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Germans As 'Disorganizers'

French Writer Charges Late Enemy With Purposely Instigating Disorder In Their Finances

OU EN EST L'ALLEMAGNE? (WHERE DOES GERMANY STAND?) By Raymond Recouly. Paris: Librairie Hachette.

It is a striking phrase which M. Recouly has coined for describing Germany's attitude toward reparations. He declares that, having made up her mind not to pay the Allies what she owes them under the Treaty of Versailles, she has "organised disorder" in her finances. In other words, he is firmly convinced that it is not a case with her of not being able to pay, but of not being willing to pay. And in order to help along the German contention that it is not at all a case of unwillingness on their part, the Germans, he writes, have lavished upon the "organisation of disorder" all the genius for organisation for which they are universally celebrated.

Only in so far as German finances are concerned, he points out, has Germany failed to recuperate from the consequences of the war. Her forward strides in other directions have been such as to take the world's breath away.

Order has been re-established everywhere [writes M. Recouly]. The German system of transportation has been reorganised. The German people have gone back to work. Despite the depreciation of their money, German manufacturers have obtained raw materials. Factories have started up again. Favored by the weakness of exchange (it is an ill wind that blows nobody good), German exports have begun again on a big scale.

Why is it, then, that Germany, having easily surmounted all these obstacles, having succeeded in finding bread and raw materials and in defeating anarchy, has shown herself incapable or restoring order in her finances, writing off her deficit, practicing the policy of economy that is necessary if she is to pay her debt?

She has not done this, simply because she has not wished to do it..

Financial order is, fundamentally, not more difficult to re-establish than order in the streets. But the latter sort of order benefited the Germans alone; the former, on the contrary, according to the view of all Germany, would have primarily benefited the Allies, and, most especially, France. And that is why the Germans have done nothing toward re-establishing it.

M. Recouly became well known during the war as a writer. Under the pseudonym of Captain X. he was the author of numerous articles, many of which reappeared, translated into English, in American periodicals. He has written much of Marshal Foch, both during and since the war, which has been of immense value in making the personality and achievements of the French Commander-in-Chief known to readers all over the world. Since the armistice he has traveled extensively in Germany and other parts of Central Europe, gathering the data which serve as a basis for his latest work.

The book is made up largely of articles written by M. Recouly at various times since the war closed, and much of it has lost its value on account of the lapse of time and change in conditions. But what he has to say about reparations and the German attitude towards them is up to the minute. M. Recouly has always had the merit of lucidity; it is always easy to learn what he is driving at. In his new book, in spite of the portions that are out of date, he shows himself still possessed of this enviable quality.

Like many other Frenchmen, he feels that Great Britain left France somewhat in the lurch after the war was won. But, unlike other Frenchmen, he is of the opinion that the two must continue to pull together if there is to be salvation for Europe. He is no partisan of a France dominating the European Continent in opposition to Great Britain, endeavoring to work out her destiny and that of the other Continental nations in defiance of British wishes. In his eyes, the continuance of friendly Franco-English relations is absolutely essential. Nevertheless, in his bosom, also, a fair amount of resentment against Britain for her course since the armistice still burns. He writes:

England, which is not (luckily for her) poisoned like ourselves by the juridical mircrobe, which does not believe in the omnipotence of contracts in international affairs and possesses the business sense and the grasp of realities, has adopted a course quite the opposite of ours. She obliged Germany to pay, cash down, everything which she really expected. She seized the German colonies, merchant marine and navy, which, let us remark, are by no means a trifle. We, on the other hand, were to be paid at a date, and a very distant date at that.

England in 1919 was infinitely more hated in Germany than France. Two years later the opposite was true. The roles have been reversed.

The reason for this is perfectly simple. England having taken everything and with nothing further to demand, was at liberty to treat Germany with a generosity which did not cost her much. It was we French who became Germany's importunate creditors. . . the killjoys, sacrificing everything to their immediate ends, always ready to rattle the sabre, to crush and ruin unhappy Germany and thus prevent the economic restoration of Europe.

Germany has forgotten her old-time hatred against England. She no longer thinks—or, anyhow, no longer talks—about her colonies and fleet. She feels that the amputation of these is final and has resigned herself to it. It is against us that she preserves all her feeling of resentment. Every one of our demands makes her howl. She hopes, thanks to the more or less veiled support of England, to free herself little by little from nearly all her obligations.

Here, then, are the principal ideas of how France can thwart the German game of "organising disorder" and obtain from the Germans what is due to her as reparations, yet at the same time contribute toward preserving the peace and furthering the economic restoration of Europe. He sums up what he believes to be the right course in these paragraphs:

There cannot be normal relations between France and Germany as long as the question of reparations, which is vital for us, has not been settled .

Germany and Europe, beginning with England, must understand that well. The economic rebirth of Europe is closely bound up with it.

Moreover, the solution is not only desirable but possible. France, left to herself, face to face with Germany, will still have for some years to come the means of bringing about the settlement. But she could not do this without trouble; probably not without resorting to force, which would mean running the risk of again upsetting Europe. Therefore, this form of settlement is undesirable.

On the other hand, with the support of the Allies—above all, of England—the matter becomes far easier, since, in such a form, it would arouse no resistance on the part of Germany.

Here, then, are the principal things to be done, the different stages, in the vast program for the reconstruction of Europe:

To settle, by means of an international agreement, the question of reparations, which is the great and only cause of discord between France and Germany; to give to Central Europe, and especially to Austria, the economic status which they have not been able to find as yet, and, finally, to take up the restoration of Russia.

This is the plan which France —which, so far, has been altogether too deficient in seeing things as a whole—should take in hand. It is our duty to back up this plan as much as possible, to bend all our efforts toward its realisation, through the pens of our writers and the voices of our orators.

Time flies; already the memories of the war are effaced to a considerable extent. It is not by harping on our sufferings and wounds and speaking incessantly of our sacrifices that we French can succeed in interesting the world henceforth in our cause. Henceforth, we must speak a more realistic language to people. We must prove to them—above all, to the English—that their own interests are bound up in our prompt recovery; because so long as our ailment continues they, too, will remain ailing.

M. Recouly has no faith in German Governments. Whether Herr Wirth or some other Herr is in power in Berlin, he feels convinced that they will constantly try to squirm out of their obligations under the peace treaty, that they will fulfill them only under compulsion. This compulsion, he declares, should be exercised in the form of "intelligent pressure," brought to bear according to a preconcerted policy, and without interruption. The Germans, he says, must be brought to realise that there is no way of escape from the obligations imposed by the peace treaty; they must be taught that their own advantage lies in fulfilling these obligations, that the sooner they are fulfilled the better it will be for Germany.

M. Recouly is in favor of a vast international credit operation, with the United States participating, as the best way of settling the reparations question. And it is incumbent upon France, he adds, to find a practical means of carrying out this project, so that it shall not remain a mere dream, like similar financial operations already suggested. He also advocates allied control over German revenues from customs. Germany, he points out, furthermore, will greatly increase her exports during the next few years, and will seek to "camouflage" her customs statistics; it behooves the Allies to seize a considerable percentage of her revenues from exports and see that the figures are not falsified by the Germans in their efforts to escape paying over money.

One of the great mistakes made by the Allies after their victory over Germany, writes M. Recouly, was their failure to station at Berlin a special control commission charged with surveillance over German finances. Had they done this, thinks he, the German trick of spiriting out of the country large amounts of capital would have been entirely prevented, or, if not quite that, at least hampered; moreover, had there been such a commission at work in the German capital, right at the heart of things instead of far beyond the German border, there would have been unquestionably a great reduction in the total of expenses and a commensurate increase in the total of receipts shown by the German budget, which would have made far easier the collection of Germany's debt to the Allies. The French writer scoffs at those who maintain that it would have been impossible to get satisfactory results from the work of such a commission stationed at the German capital. On this point he expresses himself thus:

The objection is made that Germany is a great country and not another Turkey which can thus be put under tutelage, that such a commission could not function, &c. All these objections are worthless. Why could not that which has been done in the matter of disarmament be applied in the matter of reparations? Why was one more difficult than the other?

Do you think that it was easy to send French, English and Italian officers in uniform into German barracks for the purpose of destroying cannon and machine guns and ascertaining the total of troops held under arms? Nevertheless, the Germans resigned themselves to this, and there were only an insignificant number of untoward incidents. Why? Because they felt all resistance to be futile.

They would have accepted control over their finances in the same spirit. Unfortunately—very much so—nothing, absolutely nothing, has been done in this direction. The Reparation Commission, the principal executive organ under the treaty, installed itself in Paris, which in itself was a grievous error, since the proper headquarters for it was Berlin. It has made merely brief visits to Germany.

Taking advantage of this laxity on the part of the victors in the war, M. Recouly points out, the Germans have "organised disorder" with great cunning and persistence. Instead of thinking, first of all, of payments due to the Allies, the German Government has played ducks and drakes with German finances. It has set aside nearly 600,000,000 marks for the improvement of inland waterways —a matter, the Frenchman dryly remarks, which might well have been postponed for a while. It has kept railway fares in Germany at such a low figure that the German railways have shown enormous deficits—14,000,000,000 marks in 1920 and 17,000,000,000 marks in 1921. This, says M. Recouly, was done in order to make the Allies reluctant to seize these railways and apply receipts from their operation to the cancellation of Germany's debt. The German postal, telegraph and telephone systems also show normous deficits, he goes on to say. Moreover, the German Government has been most generous toward German shipbuilders, having paid out nearly 12,000,000,000 marks to them for ships turned over to the Allies under the Versailles Treaty, the value of which was estimated by the Allies themselves at only 9,000,000,000 marks. The difference between the allied figure and that paid by the German Government, says the French writer, is nothing more nor less than putting a premium on the construction of new ships by German shipbuilders, to which encouragement the latter have responded by applying themselves with such energy to the recreation of a German merchant marine that, in the period between January 31 and August 31, 1921, there were launched from German shipyards fifty-five new ships, of a tonnage varying from 2,500 to 12,000 each.

"An empty Treasury, an increasing deficit, a depreciated currency, yet, on the other hand, a more and more highly developed equipment, prosperous industrial and commercial enterprises ready to march to the conquest of all foreign markets—that is the picture confronting us in present-day Germany," writes the French critic.

And it is all due, he insists, to the fact that the Germans are "organising disorder" in their finances with all the genius for organisation which they displayed, before and during the war, when they dreamed of dominating Europe; which they have displayed, since the war, in restoring to a prewar basis all those branches of activity in Germany which, so restored, benefit not the Allies, but only the Germans themselves.

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Belgium And Holland Today

Tragedy Is War's Aftermath For Belgians While Dutch Show Evidences Of Exceptional Prosperity Everywhere

BY EDWARD HUNGERFORD

Brussels.—When I first approached Brussels by rail from the south there came to me through the car windows the vision of highly opulent suburbs, like those of Philadelphia. Yet, for a little time, I saw clearly that the Belgian capital was like no other single city that I had ever visited. Unless it is Brussels. After all, one now and then must give a town credit for a little real personality of its own.

As a city it is quite clearly divided into two great and fairly separated parts. There is the older town along the river and the newer one up on the hill. That is the way the average American would probably put it, although the average Belgian would never once put it that way. And, as a matter of fact, there are some of the newest portion of the city in the old section. Some years ago—to be exact, little more than fifty years ago—a brand new broad business street was created right through the very heart of Brussels by the simple but expensive business of roofing over its chief river—the Senne. And by means of extensive prize competitions there sprang up along this newly constructed boulevard a handsome type of uniform building construction, very similar to that along the finer boulevards of Paris. The street became in fact, and in the parlance of the natives, a "little Paris."

Fifty years or more before that there was a similar upheaval and reconstruction "on the hill." And there it was a "little London" that was created, with neat regular streets and simple, nay austere, 2-storied and 3-storied cream colored houses that might almost have wandered out of Belgravia. And a tall column rising on a terrace in amongst them all that almost might be the Iron Duke (whose reputation is not entirely disassociated with Brussels), looking down from his high perch into St. James Park, itself.

Yet here and there amidst all this British orderliness, an open square, a twisting tree lined boulevard, an equestrain statue of a general or a king, or some "big-wig."

"Oh yes, I know," you interrupt. "Washington."

Yes and no. Like Washington—but more like Brussels.

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Come with me; if you are tired of Amer'can comparisons, come with me very quickly. We scoot down from upper town to lower, pass through the briskest part of the business heart of the town, where by day and by night its life pulses at the quickest tempo, and enter one after the other two long galleries (in America we would call them "arcades"), which lead almost to the Grande Place. This is the very heart of hearts. It is much more. It is the loveliest city square that ever your eyes may hope to feast upon. Even the glories of the Place Vendome or the quaint historic fascination of the Place Vosges in Paris, pale before this assembling ground of the Brussels folk.

Upon two sides of this small square rise the towering fronts of the houses of the guilds of yester-year; the House of the Butchers, the House of the Carpenters, the House of the Printers, the House of the Skippers, and others, too. One wonders how long it will be before the more enterprising of our trade unions at home begin to build for themselves—the locomotive engineers of our railroads already have taken a long forward step of this sort at Cleveland.

But the chief glories of this Grande Place of Brussels are reserved for its principal facades. Upon the one side is the exquisite ancient King's House (an old-time governmental building, although never used as a royal residence) and upon the other, one of the loveliest buildings upon which I have ever gazed, the town hall of Brussels, rising high above the little market place and further surmounted by a stone spire of an almost uncanny beauty. It is difficult to estimate quickly the effect that this last structure has upon the human eye and the human mind. Its setting—the rare old place into which not a single discordant modern note has been permitted to enter—and the building itself, holds one really entranced. It is difficult to find comparisons for it. Your mind begins to scour its memory cells for the most beautiful other buildings you have seen, the Washington Capitol. The Milan Cathedral—there are, after all, but a very few, the world over, that may properly be classed among the immortals of architecture.

And when one thinks of the tragic four years through which little Belgium has passed so very recently, sees Ypres and shudders at the senseless vandalism that was there wrought and realises what German kultur might have done to this rare old treasure square of Brussels, he finds himself appalled by the mere possibility of the thing.

NEW WAR MEMORIAL

Everywhere is the impress of the great conflict that is to leave its bitter mark upon the centuries. They still run motor busses and little steam trams from Brussels out to Waterloo, but comparatively few folks go out there any more. It is all but completely eclipsed in the more recent tragedy. There is in the immediate suburbs of Brussels today a memorial of far greater intensity than that of a dozen Lions of Waterloo. It is inconspicuously situated in a field just back of the Tir National, a military barracks upon the edge of the city.

I went to it upon a gray and rainy day—a sky whose very somberness and quick tearfulness proclaimed the character of the memorial; it all is so simple that one can hardly designate it as a monument. Set aside by a railing of chains, a block of metal, with odd little symbolic circles set upon it. Behind this block a great shield of bronze. In front of it a sloping stone, upon the face of which are carved the names of two women and thirty-three men, with a date set beside each name. That is all—that and an inscription at the head of the stone, which reads: "Here for love of their country thirty-five heroes were shot by the German soldiers."

That is all. The execution field of Von Bissing and his fellows. Across Europe I have swung these recent months and seen many places—here was the burial place of the Cid and here the birthplace of Napoleon through this old gate of Rome, St. Peter entered, and in the very hotel which received me at Venice, the great doge who led the queen of the Adriatic into her brilliant warfare against the Turk, once lived. On all of these I go a little cold at times. They are too reminiscent still of the grind of the schoolroom. Even Napoleon's tomb has an interest that is partly academic. It is tradition. It is the past; the far past if you please.

But this rainy field of the military barracks at the edge of Brussels is the headlines of yesterday. Upon that stone is carved one name alone, that renders it supreme—that of Edith Cavell. That and the date, October 12, 1915. That is all. That and the rage of an impotent civilised world. Seven years. A short first step upon the long pathway toward immortality. There are other names inscribed upon the simple stone. That of the Belgian woman, Gabrielle Petit, those of the thirty-three men. Less famed, their fate was none the less heroic.

IMPROVEMENTS INCOMPLETE

Other war memorials of Brussels are less poignant by far than this sodden field of planned and coolly executed murder. I have spoken of her radical reconstruction of a half century and a full century ago. Recently she has been engaged in a third of these great civic upheavals, cleaning out a maze of narrow streets and high dirty houses on the middle ground between the lower town and upper, and creating fine new business places in their stead. A huge job, on the sweeping big scale that one of our enterprising middle western cities—a hustling town like Kansas City, for instance, likes to undertake from time to time.

The war halted this enterprise abruptly. And even though some recent rather feeble attempts have been made to resuscitate it, they have not been made with enthusiasm. There are great open barren spaces close to the beating inner heart of Brussels. And these, too, mutely proclaim the disaster that so very recently was visited upon her. Elsewhere one sees the same thing; the sharply arrested reconstruction efforts of a small, brisk nation steadily trying to better herself. Going on the train from Brussels over to the old Bruges, I noticed numerous brick arches not altogether unlike ancient city arches, spanning country roads in the midst of the flat Belgian field. There was an odd similarity between these constructions. After a time it came to me what they really were—the highway crossings of a new projected high level railroad.

There was no embankment, not even the semblance of an embankment. The man with the contract for the brick work of the new line must, indeed have started promptly upon his portion of the job. The war cut the gap between his part of the work and the rest of it. It was all like the quick dropping of the fire curtain in a theater.

THE CHIMES OF ANTWERP

From Brussels to Antwerp is a matter of less than an hour and swift trains run practically every hour. There is a compactness about little Belgium that is astonishing to the first time traveler, no matter how much he may have schooled himself to it in advance. At first glance Antwerp is a bit disappointing, at least to the traveler who approaches it by rail. I should imagine that the impression of the old town to one who arrives by sea would be most impressive; the fine quay front, the great lacelike spire of the cathedral. But by rail a busy, unromantic commercial town, apparently nothing more. But tourist-like, you penetrate further and further into it. And suddenly——

Suddenly there comes to your ear sounds—unusual sounds. A music box, perhaps, in the upper window of one of these old houses. But no.

The chimes of Antwerp cathedral; the chimes of that high spire which Charles V in an inspired moment once compared to a bit of Mechlin lace, dancing chimes, carolling, pirouetting down upon the town. Some chimes whang, some clang. Those of Antwerp tintillate. I fancy that you cannot hear anything like them this side of Mandalay. The interior of the cathedral was disappointing to me, even though it holds a fine Rubens or two. But the exterior, even with the small houses huddled ever and ever so closely up against it, with its lovely spire is magnificent, and, set to the music of the chimes, fairly entrancing.

When you look out of the car windows and first see the full-rigged ships come sailing right up over the flatness of the land then you know that you are in Holland.

Holland does not bear the tragic mien of little Belgium. On the contrary she fairly radiates an air of abounding prosperity. Belgium cannot so easily forget. But Holland seemingly has nothing to forget. The tragedy of the world war was greatly to her profit—to her shipbuilding, to her other industries as well. On the outskirts of her larger cities many new factories are going up, whole blocks of model tenements and city houses as well. Their streets are crowded and so are their shops. Prices are high, very high—it is a rather significant fact that many Hollanders are today living in Belgium: many of these folk are pensioners from the Dutch government, many men who have seen a lifetime of service in her behalf in the East Indies. Loving the home land, as they do, they still cannot afford to live in it, but come as closely to it as they can afford.

CANALS ARE IMPORTANT

It is interesting to me to continue making these comparisons between the cities of the new world and those of the old. If Brussels reminded me of Philadelphia and London and Washington and Paris in alternation. The Hague certainly suggested the first of these American towns; particularly in its long, narrow streets, lined with small brick houses set tightly upon them without even the grace of the very tiniest of front yards. Even to the mirrored "peep-easies" set upon the window lintels. Yet in the tremendous flatness of its site, one thinks of that uncompromising plain of great Chicago, while with its many, many windmills, Holland is easterly Long Island, even down to the tiny Shinnecock Canal vastly multiplied in size.

Over here the canal is never to be sneezed at. The multitude of them play a most important part in the everyday life of the Netherlands. They are its drainage, its irrigation and its transport. The boats that ride upon them are legion. They are propelled by men, by horses, by sail and by engines, both steam and gasoline. They bring the food to the markets, the fuel to the houses, and they bring out the finished product of Holland's indefatigable industry. For over here everyone works. The man who, with a stout rope over his shoulder, pulls a 40-ton canal boat after him is completely in the picture of a land which has not a single bench in its public parks. The Hollander, even in his ease, does not believe in idleness.

Amsterdam is not only the greatest, but, in my opinion, the most interesting of Dutch cities. Like Venice, it is a city of canals, although, unlike Venice, these waterways are not the sole means of transport for it. There are motor cars and taxicabs galore, none of them cheap. Amsterdam, with the centuries-old guild houses of its ancient merchants still clustered along its canal, boasts today of its modernity. Even its rugged town hall succeeds in belying its antiquity. It stands facing an open square which is to the traffic of Amsterdam as the Grande Place is to Brussels, although in no other way to be even compared with this last. There are no guild houses upon it—merely the town hall and two or three immensely modern looking department stores.

AMERICAN BARS THRIVE

From this city heart leads the town's chief artery and street, the Kalver straat. In the later afternoon and evening this artery of Amsterdam is thronged with promenaders—from wall to wall—who quickly overflow its narrow sidewalks and make it necessary to stop all vehicular traffic within it. It is lined with shops, restaurants, cafes. There is much eating and drinking in Amsterdam, particularly the latter. I saw not less than four American bars in the town. From Madrid and from Naples north to Amsterdam, I have not seen a single town in continental Europe which has not its American bar, with the eagle and the Stars and Stripes conspicuously displayed and the bartender swearing by all that is holy that he worked in the U. S. A. before the great drought overtook. (As a rule, however, his handiwork belies this last statement.)

In the past few years the United States has made its impress upon Europe, in three or four things—aside from its performances at the Paris peace conference—the cheap motor car, the cinema and the American bar. This last institution had made some progress even before the coming of the eighteenth amendment. That statute seems to have greatly promoted its growth—in Europe.

Belgium recently has adopted a compromise temperance measure in a law prohibiting the retail sale of liquors and whiskys, gins and the like. Only wines and beers may be dispensed in her hotels, restaurants and cafes, although the high percentage drinks may be purchased in bottled form for home consumption. There seems to be a great deal of satisfaction among the Belgians in regard to the working of this new law, and very little drunkenness or heavy drinking apparent among her citizenry. Which decidedly is not the case in Holland.

Despite the fearful blows that have been dealt upon her head within the past decade, there seems to be no real reason why within the next fifteen or twenty years Belgium should not only share, the present day prosperity of Holland, but possibly even exceed it. Her people, also, are both energetic and industrious. Their government enjoys both strength and popularity with them. There are large plans for both immediate and future development—the sharp stop-gap which the world war brought already is passed. The decks are cleared for the future. Both of the low countries are well prepared, apparently, to face the difficult years that are yet to come.

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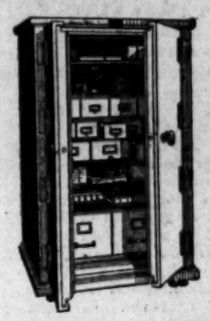

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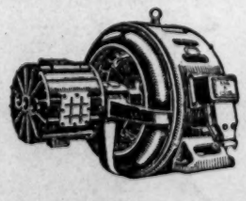

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Russ Refugees In Constantinople

Former High Officials Are Forced To Menial Tasks To Support Themselves—Cossacks Ride In "Circus"

BY ENGERIA S. BUMGARDNER

It is the month of Ramazan, when during the day the Turk must not drink or eat or smoke, so that the booming of the cannon at sunset finds him with match in hand ready to light his cigarette, as it finds the restaurant keepers with tables all set ready for their hungry guests. Stamboul, usually quiet by 9 o'clock, turns night into day and the streets are crowded with promenaders. At no other time is it so beautiful or so interesting. The minarets of the mosques are lighted and texts from the Koran blaze in the sky, the electric bulbs in which they are written being suspended on wires between these high towers.

Turkish women, never seen in the evening, during this month come out in groups, and gravely they promenade up and down the streets past the men, who sip their coffee or smoke their narghilehs in the openair cafes. They do not stare at the men, nor do the men apparently stare at them, but one feels perfectly sure that each is aware of the other. For the most part these women are dull and uninteresting; their ankles are thick, their feet big and ugly; they walk badly; their costume is becoming only to the slim and graceful; but occasionally one sees lovely faces, with large, dark, lustrous eyes and beautiful skin, and here you may be sure will be found a strain of Circassian blood.

The great gate of the War Ministry blazes with hundreds of lights, making it seem a very fine thing indeed, while in the park between it and us surge hundreds of Turkish and French soldiers, many, many Russian refugees, hawkers of all nationalities screaming their wares, demure Turkish women walking in the circle or seated on the ground against the iron railing. On the left the terraces of the coffee houses are crowded with Turkish men, and over all the moon in her full glory sheds a magic light.

Against the entrance gate to the War Ministry two large posters, work of Russian artists, advertising the Cossack equestrian exhibition within; and soon we hear the band and rush forward with the crowd, and here are Cossacks—only eight or ten of them, to be sure, but riding superbly.

Following them, we pass through the gate into the grounds of the Turkish War Ministry. Here a portion of the road had been roped off and lighted for the exhibition.

As I waited for the entertainment to begin (it was then 11 o'clock, late enough you would think, even for Russians), K., being too tired to talk, and, struggling to learn English, as he is, this meant he was desperately tired, for all day he had been painting his little motorboat—the great adventure in the world of business of this former millionaire and aristocrat—I studied my surroundings: The great tower of the War Ministry reached up into the moonlit sky, while the big, ugly building itself, resembling a factory, looked at me from across the square; the graceful minarets of St. Sophia, Sultan Ahmed and Bayazid, lighted around all their little galleries, were on my left, while those of Fatch and Suleiman the Magnificent could be seen on my right. In front of us sat some Russians whom K. and I decided were among the Bolshevist agents who live in such luxury in the Pera Palace Hotel here, and on either side of us and behind us were Turks—Turks fat and prosperous. Turks lean and poor. Turkish soldiers, Turkish gendarmes, Turkish officers—all come to see the Cossacks ride.

What a strange turn of the wheel of fortune it is that brought these Cossacks to Constantinople to amuse the Turk in this his month of fast, when, in fact, he but changes his dinner hour from midday to midnight; brought the Russian refugees starving and naked to the city that would inevitably have been theirs had the Allies stood with them and fought Bolshevism, Germany's bastard, as they fought Germany herself on the western front.

What a picture General Baratoff and his assistance made in their black, long-skirted Caucasian uniforms, with their high white hats of sheep's wool, the ivory cartridge holders gleaming on their breasts, their silver-handled knives stuck through their silver-studded belts.

General Baratoff was chief of the Russian Expeditionary Forces in Persia and fought brilliantly there during the campaigns of 1915-1918, allied with the English. He returned to Russia to learn for the first time of the rise of Bolshevism and the collapse of the Russian front. True to the allied cause, he joined Denikin; went as his representative to Tiflis to arrange a pact with the Governments of Azerbaijan and Georgia and was there bombed by Bolsheviki, receiving wounds which necessitated the amputation of his right leg.

Although limping badly and himself in destitute circumstances, in the dignity and high courage of his bearing, the charm of his greeting to high officials—French, British and Turkish—or to simple soldiers, one could see his great qualities of leadership and could well understand the willingness of men to follow him to his death.

And having led armies in successful campaigns, this great soldier thought it not beneath his dignity to bring his Cossacks soldiers to ride for the amusement of the populace, for with the proceeds he hoped to ameliorate the terrible condition of his 2,500 war invalids—refugees here.

And now the entertainment begins. Poor K., I found, could not watch it. He had fought with the Cossacks in Russia, had known them in the days of their wealth, when, with wonderful horses and superbly equipped men, they were perhaps the most picturesque and brilliant cavalry troops in Europe. He had sung with them around their camp fires on the Steppers and had joined in their dances. To see this little band, riding poor horses, their uniforms worn and soiled, to amuse the Turk, hurt him deeply.

Despite their untrained horses, these men rode superbly, cutting branches from limbs with their sabres, cutting apples in two, picking up objects from the ground, vaulting off and on their horses, turning somersaults, riding standing, riding on their heads, their bodies straight in the air, all with the horses going at full speed. Then, as their comrades stood around them, clapping time with their hands, they danced the "lezguinka." Toe dancing on a stage is sufficiently difficult, but these men do toe dancing on the rough ground, and in their high boots—it is a marvelous gymnastic feat, and it is marvelously graceful. And they sang their hauntingly sad folksongs, and my heart ached with theirs, for with them I saw the banks of the Don and the Volga, and I knew how they longed for their old free life.

When leaving I found General Baratoff with the horses, arranging some details of the program, and planned with him to visit the invalids for whom the entertainment was given. He reproved me severely for leaving so early—it was only 1:30 o'clock—the evening was so young. I myself hated to leave, but K. was so tired, and I learned he had had no supper. That is another of the many queer situations that arise if one lives, as I have lately, with the Russians. Your companion, charming, debonair, full of life, may suddenly grow quite faint, and if you are "sympathique" you may learn that it has been ten hours, perhaps even twenty-four, since he or she has had food. Many Americans are in daily association with these people and learn nothing of these tragedies, so brave and so proud are these refugees.

The chief of the Cossack entertainers was Prince G., who in Persia, with four other officers and 120 men, on a special mission, fought his way through Turkish troops and native Arab tribes and rejoined General Baratoff and the English. Another of the riders was a Colonel of the old Imperial Army, and thus on down to the simple soldiers.

It was not a brilliant entertainment; it was pathetic if you viewed it from the point of view of the sentimentalist; but it was fine if you realised it as another of the many, many efforts these unfortunate people are making to help themselves.

A few days later I went to the headquarters of the Union of Russian Invalids to go with General Baratoff to visit his flock. The General and Madame live in one room, as do all other refugees; there were no mattresses on their beds, only blankets covered the springs; clothes hung from all the walls, and boxes and bags were piled high, but there were books, and Madame, the mother of a grown son, was having a lesson in English. There were interesting souvenirs: A guest book, in which could be found the names of many accounted very great: a splendid portrait of the General, done by a Russian refugee artist; and photographs of their beautiful home at Cape Verde, near Batum, overlooking the sea, surrounded by tropical fruits and flowers and wonderful trees.

The dignity with which the well-born Russians accept their poverty, for which they never apologise and of which they rarely complain, is inspiring. The family had not dined, so the General and Madame and their small son had their bortch, and after it their stewed fish and dry bread. The china was tin and the silver was pewter. I regretted having just eaten my own dinner, for no meals ever so appeal to me as the simple ones I eat with these charming people.

A short walk brought us to Invalids' Home No. 1, near Bayazid Square, in one of the little quiet streets of Stamboul which seem to bring you into another world—an old Turkish house in bad repair.

We first visited the workshop in the yard where the invalids make bamboo furniture. Colonel E. directs the group because, formerly the owner of large furniture factories, he knows something of the construction of chairs and tables. Filling the bamboo rods with sand was General Z., who had commanded regiments with Denikin and Wrangel. Making hat boxes at another table was Colonel B., who as Commander of the First Regiment of of His Majesty's Infantry, the Kallioujski, had fought brilliantly on the front in 1914-1917. His eyes filled with tears as he kissed my hand when General Baratoff explained my keen interest in them. He said:

"All Russian men are very obliged to the American people; you are the only people who have helped us; we will never forget you."

The Colonel's assistant in the hat box making was a General who, after being severely wounded, had been a tutor in the Cadet Cossack Corps of Emperor Alexander III.

General A. was nailing into place the bamboo rods shaped and polished by his comrades, and the finished products were chairs, tables and benches of which these artisans had every right to be proud.

As almost all vistors to these homes are representatives of relief organisations, these refugees naturally hoped that I, too, had come to aid them, so when introduced to General R., "the oldest and largest of the invalids" (he must be 6 feet 6), he begged me to arrange for false teeth for himself and his aged wife, showing me his toothless jaws. In a recent fire, in which these poor refugees lost the little they had, in fleeing from the flames they had not remembered their plates.

The rooms of the home are divided into two compartments each by means of blankets; but every word can be heard; every movement is known. And these people were accustomed to a life not only rich, but a life that was spacious.

In one compartment I found a mother, with three children, aged perhaps 7, 5 and 2. She was making paper flowers, which her husband sells in Persia. But now the gardens and fields are filled with blooming plants and the public does not buy so many paper flowers, and what can they do? In another compartment I found nine persons—grandparents, parents and children—all making clothes. They sew day and night, I was told. They have a sewing machine, but it needs repair. Was it possible for me to arrange this for them? It would cost but 10 liras. The woman had also some handwork, not very artistic, but representing great labor, which she wished to sell.

In another room, very, very neat, I found the wife and two daughters of Colonel M., who works in the bamboo atelier; they were embroidering. Here I found also romance, for the daughter of 18 had married three months before one of the young invalid officers, who also work in the atelier.

A Russian Colonel—so shrunken and emaciated he looked like a corpse in his uniform—and his wife have another apartment. She makes linen trousers, but having no machine must go about in the neighborhood working for an hour or two in the house of some friendly French or Turkish woman. But now her eyes have failed her. She must have glasses. How can it be arranged?

Next to them a pale, sickly woman sat on her bed embroidering, while her husband, almost as ill-looking, worked at his little shoemaker's bench, both as ghastly as corpses.

The most pitiful room I visited was that of Colonel ——. Here, on a soiled bed, without linen, both legs gone, his torso and head that of a Roman gladiator, his expression as brooding and perplexed as Rodin's "Thinker," sat this man who had been wounded ten times on the Russian front in 1914. The other two meds and the floor were littered with tissue paper, wires and thread and the completed paper flowers, for these his wife makes and the Colonel sells, as he wheels himself through the streets in his invalid chair, this the gift of the American Red Cross. The wife had a bandaged hand; she is young and she is courageous; she told us of the loss she sustained in the recent fire and her need for underclothing, but he did not whine.

In the cellar two rooms are occupied. In the first four men were living. One of them left a wife in Russia; the other a wife and two daughters; neither knows anything of the fate of their loved ones. I admired a group of pictures on the wall and was compelled to accept one for a souvenir, a charming photograph of some setter puppies.

And in the second cellar room I found a real puppy, a forlorn little soul, suffering with distemper, tenderly cared for by an old Colonel, his wife and daughter. Of course, not having food enough for themselves, the unsympathetic will say, why should they keep a dog? But I well understand the comfort they find in his love and affection.

We lingered so long with these invalids that we had but little time for a visit to those at Yildiz, but decided to go, as we were expected. The drive took us through Stamboul, its shops still closed, the Turks asleep, across Balata Bridge, up through crowded Pera, out past Chichili, the residential part of the city, and across the hills overlooking the Bosporus, to the old Turkish cavalry barracks at Yildiz, now housing Russian refugees, three

(Continued on Page 16)

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Weather

Gales around Hainan and the Gulf of Tongking. Signs of depression between the Carolines and the Marianas. Fine and hot weather Strong summer monsoon to the North of the Saddles.

Today's Church Services

Holy Trinty Cathedral.—8 a.m. Holy Communion. 10.30 a.m. Mattins and Sermon; Psalm 34; Lessons: Wisdom v. 1-16, Mark ix. 2-13; Anthem; "Praise to the Lord the Almighty" (C. V. Stanford); Hymns 37, 281, 588; Preacher: The Dean. 6 p.m. Evensong and Sermon; Psalm 91; Lessons: Wisdom vi. 1-11. Acts xvi. 16-end; Hymns 280, 243, 261, 27; Preacher: The Sub-Dean.

St. Andrew's Church.—10.30 a.m. Mattins, Holy Communion and Sermon; Psalm 43; Lessons, Wisdom v, 1-16, Mark, ix. 2-13; Hymns 4, 291, 320, 299; Preacher: Rev. T. W. Hall, M.A.

St. Joseph's Church.—Masses at 6, 7.30 and 9 a.m. At 5 p.m. Benediction. On week days, Masses at 6 and 7 a.m.

Union Church.—11 a.m. Preacher: Rev. A. N. Rowland; Subject: "The Epitaph of Demos: Hymns 18, 144, 396, 362; 6 p.m. Peracher; Rev. A. N. Rowland; Subject: "The Unpardonable Sin"; Hymns 611, 317, 20, 555.

Community Church.—At Columbia Country Club, 30 Route Doumer. Morning Service at 11 a.m. Preacher—Bishop F. T. Keeney of Foochow. Strangers and visitors in Shanghai are cordially welcome at this service.

Shanghai Free Christian Church (Evangelical) corner of Range and Chapoo Roads.—The services will be conducted as follows:—11 a.m. by Rev. John Darroch, Litt., D. 6 p.m. by Rev. J. P. Davies.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Love." Sunday School 10 o'clock. Testimony meeting Wednesday evening 6 o'clock. Reading Room open daily except Sunday from 10.30 a.m. to 12.30 p.m. at No. 21 Nanking Road, Room 71.

New Thought Centre.—During the summer months, services will be held at the following addresses:—Sundays, 5.30 to 6.30 p.m. (Mrs. Bena, 9 Route Doumer). Subject this week: "The Inner Guide of Man." Wednesday, 5.30 to 6.30 p.m. (Mrs. Winteler, 56 Hart Road). Free treatment and teaching daily from 10 a.m. to 1 p.m. at New Thought Centre Rooms, Whiteway, Laidlaw Building (fifth floor), 95 Szechuen Road. The public is cordially invited.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer is read in English every Sunday at 6 p.m.

Today—By Arthur Brisbane

WILLIAM Sheridan had been in the New Jersey State Hospital for the Insane forty years. Joseph Clee had been there for three years. Joseph Clee seized William Sheridan, banged his head violently against the wall and killed him. Clee said Sheridan had been "bothering him for five years," although Clee had been in the institution only three years. It was just "homicidal mania," the officials said.

It was not very different from what nations were recently doing to the others, and not much more insane.

And it was not very different from what nations will probably be doing pretty soon, and a good many years from now.

This ought to be the age of pure constructive work. All energy, intelligence and skill should be devoted to building up after the war. Instead, government, industry and business are concentrated on the problem of avoiding more tearing down.

How to keep afloat, under our flag, ships that cost Americans three thousand million dollars is one problem.

How to deal with strikes in coal mines, on railroads, all threatening industry, is another. Evidently the war did not touch us with enough violence to teach a real lesson. Europe got a real lesson.

The next piece of news from Europe may be the escape of the Kaiser from Holland into Germany to head the reactionary movement. After that the news may not be so pleasing to the Kaiser. His cousin of Austria was not very fortunate.

The outbreak of anti-Semitism all over the world, from brutal mobs in the Ukraine to polite and refined professors at Harvard, is emphasised by the murder of Rathenau. His father was a Jew, and Germany's anti-Semitic fury, centered on him, was made all the more bitter by his extraordinary ability and unselfish devotion to the national welfare.

For the hundred thousandth time a judge inflicts the utmost penalty, saying to the prisoner as though he had been the first to think of it, "you are a menace to society."

Many a man thus sentenced might reply, "Society has been menace and destruction to me. It allowed me to land in a filthy slum, to play in a dirty gutter, to be poisoned by bad food, starved by high prices, and to be born of a man soaked with whiskey. Why don't you sentence society along with me?"

Mr. Taft tells an audience in England that people in the West and in Cincinnati, Chicago, St. Louis consider Europe something very far away. What happens there doesn't interest them very much "unless the price of wheat is affected."

That may be, but all Americans are interesting in one thing that is happening just now in Japan.

The story is told in the headings of a special dispatch to the New York Times. "Japan leading in navy building. On unrestricted types she is going beyond the 5-3 ratio fixed for battleships, America dropping back.

"In light cruisers Japan is ahead and nearly equal in submarines on present program."

Very able statesmen Japan sent to our Washington conference.

They bow most politely, rub their hands, make very gentle speeches, and Japan builds submarines, flying machines and whatever else she may need and with "America dropping back."

However, if anything happens, it will give our $1 a year patriots another opportunity for profiteering, another chance to build wooden ships not worth having, flying machines that won't fly, three thousand million dollars' worth of iron ships that the country can't use after it gets them.

Senator Borah Sees Growing Menace To American States

"A Government From Washington By Commission, Reduced To Its Last Analysis, Is No Different From A Government By Satrapies From Rome

By William E. Borah, U. S. Senator From Idaho

The Government of Athens was a pure democracy. Its story is brief but marvelously brilliant. Day after day and year after year the people assembled, discussed and passed upon every question of foreign or domestic concern, of peace or war. They gave instructions to their Ambassadors and determined who should be received as such at Athens. They listened to contests by poets and dramatists, adjudged the prizes, heard the discussions of philosophers, listened to the appeals of orators, passed upon the proposed policies of statesmen, received the reports of generals fresh from the field, and determined who should longer command the armies. The citizens were trained and equipped in this democracy for the exercise of judgment and power as no people ever were in the same space of time. The decades which cover the period are the richest of all history in sculptors, poets, painters, philosophers, orators, statesmen and Generals.

That assembled multitude recognised no sovereign, owned no superior or supreme authority, delegated no power—it was the sovereign as it was there assembled—from its decree there was no appeal. But no one could be a citizen of Athens or participate in any way in the deliberations of the assembly who lived at such a distance as to be unable to regularly attend the meetings called within the walls of the city. Hence there was room for growth neither in territory nor political power. They understood well the lesson of local self-government, but the great central and controlling principle of civilisation—that is, concentrated and harmonious action among separate States or communities on a large scale without destroying or forfeiting local self-government—was to them unknown. The representative principle, that system by which independent cities or States retaining full and complete control over domestic affairs, with a central and supreme authority for all matters of common interest, was yet undiscovered. So, amid petty rivalries and constant jealousies, amid strife and conflict and perpetual war, this resplendent political system perished. There was a fatal defect—a defect which another people was to discover and remedy.

LOCAL SELF GOVERNMENT.

Reflecting upon the rise of this remarkable civilisation, its startling splendor, its exceptional wealth of mind and genius, one cannot but conclude that after all there must have been involved, exerted and exercised here a principle of government of incalculable worth. The principle which draws the citizen close to his Government, makes him know that he is part of it and responsible for its actions, arouses his pride, stimulates public spirit and keeps pure and active the well-springs of patriotism, was worked out to perfection at Athens. The preservation of that principle is indispensable to the permanent growth of every from of free government, and when this principle of local self-government shall have been combined and co-ordinated with a supreme and common political power, dealing with common interests, then the great secret of Federal Government thus revealed will constitute one of the greatest blessings known to men.

There was a time when to be known as a citizen of Rome was both a passport and a shield throughout the world. Conquest followed conquest. Towns and territories were added until universal power was located on the Seven Hills. At first the provincial towns and cities were governed by their local magistrates and governors, but year by year the central power of Rome, stealthily encroaching, absorbed all local rule. The people became divorced from and strangers to their Government, found fault and nursed their discontent. Before they know it they were governed by prefects and responsible to the Emperor alone. Local magistrates and rulers retained their titles and nominally ruled, but they were in fact the satellites of the Imperial City and journeyed day by day to the capital to learn of the supreme ruler's pleasure. They found neither inspiration nor instruction among the masses, but hastened away to the capital to learn of their duties and their responsibility.

By the fifth century all local and political power had passed away. Here, too, the great principle of representative government was yet unlearned. The importance of keeping alive local self-government of urging upon independant localities the control of their own affairs and of transmitting their judgment and needs to a central Government by selected agents was never realised. Local government was shorn of its power, stunted and starved, until at last under the domineering spirit of Dionysus it utterly perished. Everybody went to Rome. Thousands and thousands gathered in its assemblies until it became a mob incapable of deliberation. The people were charged with ignorance, carelessness and improvidence while every one looked up to the magistrates and rulers and office holders as men who could bring prosperity and happiness by legislation. Instead of expecting to find virtue and progress and prosperity among the people worked out through the thrift, industry and energy of the people, they supposed that in some way these things abided in statutes and imperial decrees. They thought that by legislation all things could be cured and that the Government must take care of them all. At last this civilisation came in conflict with that of the Teutons from the north, a people having among them the germs of local self-government in their tribal rule—a people independent, self-reliant, possessed of courage and initiative. When the conflict came the false and venal splendor of Rome also perished.

A THRILLING STORY

It was among another people that the true principle of government was to be worked out. Time or space will not permit us to trace in detail the development of local self-government and the gradual growth of the representative principle in English history—how prior to the Norman conquest, the Anglo-Saxon people met by thousands in the "Great Council of the Realm," and there made their own laws; how, after a time, the several townships sent their most "discreet" men to represent them in the county assembly, the beginning of the House of Commons; how, through centuries, the common people struggled and sacrificed and fought to get back their local rights, filched and stolen from time to time by ambitious rulers—and in so doing fought the real battles of English civilisation; how, at last, all was made reasonably secure by the Magna Charta and the "Great Bill of Rights" of 1689. It is a thrilling story, full of the tragedy of personal sacrifice, rich in the romance of freedom. In all the realm of literature, peopled with those creations of genius whose words and deeds of incomparable wit and wisdom forever engage the minds of men, you will not find anything surpassing the story of the slow, patient, invincible growth of English law, the self-sacrificing and unconquerable fight for representative government. Like the chant of some great poem the story runs on through the years and through the centuries, telling of the patience, the endurance, the courage, the suffering, the sacrifice of men.

These rich inheritances our fathers brought to a new continent. If it could be well ascertained where the first New England town meeting was held, there the American people might well place a granite shaft of imposing splendor, for no single instance in our history is of more importance, none in these days better worth remembering and commemorating. It was a genuine, unmixed democracy. Once each year every man residing in the limits of the township came, gave full expression to his views and had his vote counted. All affairs of government were here discussed and passed upon, policies were outlined, accepted or rejected—publicity in all public affairs was a reality and not a pretense. They chose their Selectmen, town officers and finally came to vote for their State and Federal officers—and were not haunted or harassed by the doubles and fears of the modern statesman whose erudition leads him to question the judgment and stability of the masses.

The principle of the New England town meeting has seamed our whole civilisation with strength and durability. It is the foundation framework of our system of government. Without its active presence, its living, pervading force, there could be no such thing as a truly republican government or Federal system. Local self-government in all the term implies, active, vigorous, vigilant, jealously guarding and governing all matters of local or domestic concern, drawing the citizen for a season away from private affairs and enlisting his energies in public matters, identifying him with the actual needs and doings of the State and Government, are indispensable to a healthy, durable Federal system. Our fathers understood this well, and were wise and cautious in jealously guarding it when they came to frame the Federal system. If they were wise to preserve it, their children will be wise to continue to preserve it. It is a remarkably short period from the time when a people cease to be active in the affairs of government until they are incapable of discharging the duties imposed by government, and no people incapable of self-government ever long bred a class of statesmen who were capable of governing for them. For it is nature's everlasting anathema on oligarchies that recruits from the walks of the humble and lowly must be had, or else follows a universal bankruptcy of intellect and character, a people enervated in body and mind, and from whose venal fingers soon fall the reins of government.

LOST EFFORT OF CENTURIES

When the fathers met in 1787 to formulate the great charter and give us a more perfect union, one of the most delicate and yet one of the most essential and profound questions with which they had to deal was the adjustment and distribution of powers between the state and the National Government—the preserving in its full integrity the principle of local self-government and at the same time granting sufficient power to the Federal Government to insure efficiency and strength in all matters which affect us as one entire people. They were to combine with marvelous mechanism the principle of local rule and of a representative agency to carry the expression of that local power into national affairs. Let us not forget that this great charter was neither an accident nor an inspiration—it was the last, best effort of centuries of eternal striving upon the part of the human family—the experience of mankind hammered and fashioned into form by the greatest architects ever assembled at one time. The men who there fashioned, adjusted and built were not theorists. They were stern, earnest, practical men, profound students of history and of government. They stood every hour of their lives upon the solid earth, felt and were moved and controlled by things practical and dealt with all matters in that concrete way which marks the highest quality of statesmanship.

Nowhere in their work was greater wisdom disclosed, a more searching and judicious knowledge of the great truths of history revealed than in this matter of reserving and granting power between the local or State and the general Government. With the utmost care and caution there was reserved for the States the control of all matters of domestic concern, of local interests, while there was granted to the general Government those great and general powers which encompass the welfare of all. We must not assume, we must not permit ourselves to believe that the reservation is of less moment or less beneficial to the American ppople than the grant. I am well aware that the phrase "State rights" has been discredited in our history. It is associated with unhappy days.

But the misuse or abuse of the term should not blind us to the great and inviolate political truth that upon the integrity of the States after all rests the integrity and permanency of the Union—that upon the principle of local self-government rests the perpetuity of republican institutions. In this way, and in this way alone, the people may retain those rights and keep alive that public spirit which furnishes the brain power and the moral force to run the entire machinery of government—keep alive and strong and healthy the principle of the Navy England town meeting, expanded and fashioned on a larger scale—a principle born of a complete faith in the integrity and judgment and self-governing capacity of the masses. God pity this Government in the hour in which we shall look to Washington for that economy in public expenditures, that comprehension of the common needs, that devotion to the general interests, the power and the willingness to correct abuses and distribute justice, all so essential to a democratic form of government, rather than to enlighened public opinion gathered up and crystallised into law through those agencies of government which reach back and down to the great body of the people—the sole sovereignty of the Republic.

WARNINGS OF LEADERS

It does not seem amiss here to recall the words of some of our most profound jurists, our most exalted patriots, upon this subject. Chief Justice Marshall, in one of his great opinions, said: "No political dreamer was ever wild enough to think of breaking down the lines which separate the States and of compounding the American people into one common mass." I do not know whether the great jurist would be safe in saying at this time that no political dreamer was ever wild enough to think of breaking down the lines of the States—certainly their tendency is that way.

Mr. Lincoln said: "To maintain inviolate the rights of the States to order and control under the Constitution their own affairs by their own judgment exclusively is essential for the preservation of that balance of power on which our institutions rest."

Justice Miller, one of our greatest jurists, gave expression to the following view: "While the pendulum of public opinion has swung with force away from the extreme point of the State's rights doctrine, there may be danger of its reaching an extreme point on the other side. In my opinion, the just and equal observance of the rights of the States and of the general Government as defined by the Constitution is as necessary to the permanent prosperity of our country and to its existence for another century as it has been for the one whose close we are now celebrating." That magnificent defender of the Constitution, our great Justice Harlan, one of the greatest men who has ever graced that great court, said: "A national government for national affairs and State government for State affairs is the foundation

(Continued on Page 13)

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Research Scholar in Teachers College, N. Y. C.

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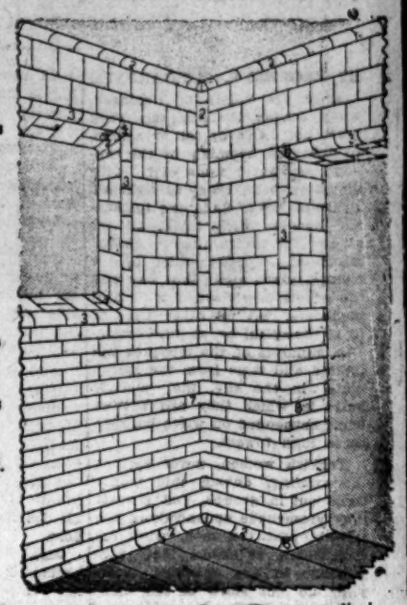

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GOSH DARN IT, WHY DIDN'T I THINK OF THAT?
WHEN HE STARTED BAWLIN ME OUT, I SHOULDA HADLED RIGHT OFF AND-
SAID "WELL, WHAT OF IT?" - DARN IT, I WISH HE WAS HERE NOW!
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WM McNAMARA 7-8

The Fairy Grisette Falls In Love

BY ADRIEN VELY
Translated by William L. McPherson

It was the court day of the queen of the fairies. The queen had a word for each of her subjects, and profited by the occasion to ask them if they hadn't any requests to make. Each used the opportunity to obtain some slight favor. But fairy Grisette, so called because her eyes were as gray as the stormy sky, passed by the queen without expressing any wish. She had been away for two weeks, and had returned only that morning from a tour of inspection around the world. The queen called her back:

"Well, Grisette, is that all you have to say to your sovereign?"

"Excuse me, madame," answered Grisette. "I didn't want to tax your majesty's kindness"——

"My trusted agents never tax my kindness," interrupted the queen, "and you less than any one else, Grisette, for you know that I have always treated you like a spoiled child."

The fairy Grisette fell on her knees at the queen's feet, hid her face in her hands and said under her breath:

"I am in love."

All the fairies heard the confession, nevertheless, and showed their surprise by murmurs and whisperings.

The queen stood up and announced:

"Here is something which has never happened since the time of Melusine, and which appears to me to be exceedingly grave. A fairy in love! And the fairy Grisette, in the bargain. Explain yourself, unhappy creature."

"Alas! madame, I don't know myself."

"I hope, in any case, that you haven't forgotten what you owe to your status as a fairy and to the race of beings to which you belong."

"Alas! madame, I would have forgotten it gladly. But, unfortunately, the man I love doesn't love me. I have vainly presented myself to him in the most various and the most bewitching guises. I haven't been able touch his heart. If a simple mortal found herself in my sad predicament and she besought me for help I would only have to give her a talisman, thanks to which she would be sure to make herself beloved. But if the fairies give talismans to humans they cannot use talismans for themselves."

"That is strictly forbidden by our laws," declared the queen.

"Unless," suggested Grisette timidly, "they renounce their status, their prerogatives and thier powers."

"What!" said the queen in amazement, "would you wish to be no longer a fairy in order to become a woman?"

"I am in love," groaned Grisette, falling in a heap on the floor.

"My daughter," said the queen in a tone of profound benevolence and sympathy, "you are too dear to me to permit me to refuse you what you believe to be your happiness."

She touched Grisette with her wand.

"From this moment on you are a woman, according to your wish. I hope that you will not regret it. Take this daisy. You will only have to pluck one of its petals and the man you love will love you. And now, Grisette, go and be happy. I ask but one thing of you. It is that you come back and tell us how your adventure turned out. Goodby, my dear little Grisette."

Grisette departed, relieved and joyous.

Some days passed and Grisette didn't reappear. The fairies said to one another that in her new happiness she had forgotten her old friends and her former sovereign. But one morning they saw the deserter entering the great hall of the palace. They received her with demonstrations of joy. The queen, smiling, beckoned to her to approach.

"You here at last, Grisette? I believe it is useless to ask you whether your experiment succeeded. Our talismans are infallible and the man must surely be madly in love with you."

"It is true, madame."

"Then everything is going to suit you?"

"Alas, no, madame."

"Why so?"

"Because since he loves me I no longer love him. What would you, madame? Although I have become a woman, I could not forget that I was once a fairy. A woman can find it altogether natural to be loved by virtue of a talisman. In love there is always something miraculous. But a former fairy couldn't help being a little blase when it comes to the mechanical workings of the supernatural. I knew too well what was going to happen, and just how it was going to happen. And, then—shall I tell you, madame, It is because this man loves me now? Or is it because I look at him, not with the eyes of a fairy, but with the eyes of a woman? At all events, he doesn't please me at all any longer—he doesn't please me at all."

"Then he must be very unhappy, little Grisette."

"That doesn't make any particular difference to me."

"So, decidedly, you have become a real woman. But I suppose you ought, as such, to be neither very considerate nor very much satisfied. Come, Grisette, I wish to be good to you. I intend to spare you the consequences of an irreparable error. I am ready to forget your escapade, as, surely, you would want me to forget it. That is why I respond to what I am certain is your secret wish, and offer to restore you, by my sovereign will, your status, your prerogatives and your power. I will make you a fairy again."

But Grisette answered:

"If you please, madame, I prefer to remain a woman. Grisette I am; Grisette I will continue to be. You see, your majesty, I have studied human society. I have learned many things of which I had no idea before. So I would rather try to make myself loved for my own sake, without a talisman."

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Senator Borah Sees Growing Menace To American States

(Continued from Page 14)

rock upon which our institutions rest, and any serious departure from that principle would bring disaster upon the American system of free government."

The makers of the Constitution did not grant to the general Government any powers which it is dangerous to exercise to the fullest constitutional limit. Moreover, I have a profound admiration for the men who would exercise those powers fully and completely in the interest of the nation. But while extending and developing and building at the top, I would keep sound and safe and sure the foundation upon which the whole structure rests. For what shall it profit to enact laws, create commissions and unfold the ambitious schemes of men who dream of international prestige and power unless we know what the electorate yonder in the field, factory and mine is doing or is willing to do; unless we know the measure of its ability, the worth of its patriotism. Responsibility alone gives strength and initiative to citizenship, contact with Government fosters public spirit and local rule is the great university in which is reared and trained and equipped the kind of statesmen who take care that no harm comes to the Republic.

A Government from Washington by commission, reduced to its last analysis, is no different from a Government by satrapies from Rome. And simply because the people of the States do not see fit at any particular time to exercise the powers reserved for them, that is in itself no justification for the general Government to exercise those powers. Such a doctrine is rank heresy. The wisdom of the people may be as fully manifested in the failure to exercise the powers of the State in a particular way or at a particular time as in the exercise of that power. Action is not always statesmanship. Legislation is not always an evidence of sound judgment. The belief so prevalent that every evil of the body politic can be eradicated by an act of Congress, every virtue restored or augmented by the creation of a commission, is the refined and codified creed of official egotism.

THE DIVIDING LINE

Our richly rewarded experience of a hundred years and more, a greater distribution of justice and happiness among the people and a greater capacity of self rule than are elsewhere to be found will convince our people that we can afford to travel on in the same old way, holding fast and fighting true to that line of demarkation so wisely marked out by the greatest group of statesmen time ever assembled on one occasion. If there is anything now well settled, worked out through centuries of test and trial, it is that each member of the Federal Government must have complete and independent control of all matters domestic and internal and which relate alone to the individual members. That in turn all must be united and subject to a common power which is to deal with all matters affecting the members as a whole. It is a further teaching of experience and of history coming down to us through the shattered arches and broken columns of the splendid civilisations which have passed that, without the spirit, the life, the interest, the training, the responsibility, born alone of local self rule, free government is an impossibility—simply the dream of an enthusiast.

I do not mean to say that industrial development may not affect the question of distribution of political power. Our industrial growth and our economic development, changes wrought in our social life, may necessarily require a redistribution of power between the State and the National Government. That which was wholly local a hundred years ago may have become national. That which was within the competency of a State may now require national administration. Nevertheless, that which is essentially local should be governed by the State. Under no circumstances should the national Government undertake to deal with those things which are essentially local. While I am by no means an advocate of no change in Government—for a Government without the power of change is without the means of preservation—yet I do believe in keeping inviolate the principle of local Government for local affairs and national Government for national affairs. And as we move on, assuming new duties and confronting new problems, we will bear in mind the words of wisdom given to us by the Father of Our Country in his ripened years: "If in the opinion of the people the distribution or modification of the constitutional powers be in any particular wrong, let it be corrected by amendment, in the way in which the Constitution designates. But let there be no change by usurpation; for though this in one instance may be the instrument for good, it is the customary weapon by which free Governments are destroyed. The precedent must always greatly overbalance in permanent evil any partial or transient benefit which the use can at any time yield."

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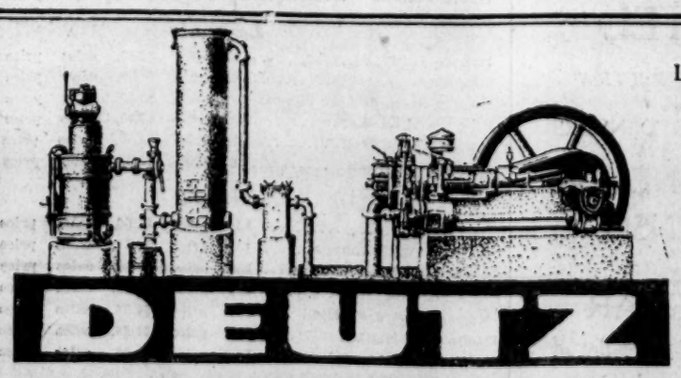

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Her Eternal Youth

Spirit That Created Flapper Will Not Surrender To Elders, Though Skirts Are Lengthened

Knees may be covered, but the young spirit is here to stay. Youthful insurgents are busily refuting the assertions from Paris that the flapper is passing out with the abbreviated skirt. Dictators of fashions and of morals appear, in fact, to know very little about the habits, ideals and aspirations of the young person between eighteen and twenty-four. That these dictators should think that with the passing of the short skirt and bobbed hair this eager young army of self-determination which has been gradually throwing off the hampering mantle of dependence and parental dominance will be content to be relegated to the ranks of the negligible female of thirty years ago is proof, it is said, of their limited knowledge of the situation.

"Never," cry in unison the emancipated army. That the weapons of this twentieth century legion are in large part youth and determination adds strength to the cause. The joyous members argue that their detractors are handicapped by years and compromise. With eyes fixed on the sun, the onrushing host gives small credence to prophesies of failure.

From the flippant young thing to the more serious-minded young person who eagerly builds herself a career after she has finished her college course there seems to be a spirit of independence and of fearlessness that has nothing whatever to do with a new fashion in hair arrangement or an increased length of skirt. Both her admirers and her maligners admit that she has given the exponents of self-expression a tremendous boost. There is nothing secretive about the modern girl. The planks in her platform are frankness, common sense and comfort. She refuses to wear uncomfortable clothes because her grandmother considers them ladylike. When conventions interfere with comfort, conventions must go, asserts the flapper. Her teachers and professors give her credit for sense and decision. They tell you she is neither bad, nor is she different from the young of other years.

STRUGGLE FOR "FREEDOM"

One of the emancipated ones, with a Knickerbocker grandmother and much family opposition behind her "adventure into the open," in telling of her struggle for freedom, said:

"I worked during the war, of course—every one did. And I decided then that never again would I be content to sit at home and do nothing but go to parties. It was hard work at first to get my people to understand how I felt about it. But I finally succeeded. I've been here two years. Now I want a better job. I want more money and I think I'm worth it. Jobs are awfully hard to get, though. I do not want my friends to help me if I can manage to get a better position without their assistance.

"Several of my friends have gone to work because they were so bored at home. One of them is a saleswoman in a smart costume shop. She's been having lots of fun with some of the snobbish friends of her rich family connections. These snobbish ones haven't got used to the 'working girl' idea yet.

"No, I don't think I shall give up working when I marry. It seems to me that you understand the 'tired business man' much better when you have been a 'tired business woman.' It's not very easy being at a desk all day. I certainly wouldn't expect my husband to take me to late parties every night, which seems to be what wives who have never worked do expect.

"It's perfectly true that manners have gone out with a certain crowd. Now, when a boy has consideration and a rather formal nice manner, the younger set put him down as a 'sissy.' These days a man grabs you at a dance without saying a word, whirls you almost off your feet, then drops you still without a word and goes on to another girl. If a girl doesn't appear to like that abrupt way of doing things, the boys think she's 'queer.'"

To many of those of flapper age the bare knees, Shelley hair and extreme manners of some of their contemporaries are as ridiculous as these hallmarks of the new freedom are to the older generation. According to one college girl, the flapper is the girl who is just a little younger, who belongs to a younger set. To the girl one year out of college, the graduate is a flapper. To the proud senior of a preparatory school the girl just entering is a flapper.

"Yes," said the secretary of one of the college women's clubs in New York City, "we refer to the new arrivals here, the girls who have just graduated, as flappers. And they in turn call the freshmen at college flappers. There doesn't seem to be any exact definition for the species. No girl admits being a flapper. It seems to me it would be better if the older people tried to understand the spirit of the younger generation before they criticised them so freely. Has there been such a change after all? I read some of my aunt's love letters the other day and I must say that I don't think the so-called young flapper today has anything on auntie.

"There were much franker thoughts expressed in those letters than I have been allowed to believe the older generation ever had. That seems to be the criticism of the modern girl—that she is immodestly frank.

"There have always been girls who were just a step ahead of the times—girls who were loud, a little over dressed and a good bit over-mannered. You find those girls today. But I think they are very much in the minority. Most of the girls as they leave college and come to this club have some idea what they want to do. They all want to work. If they find they can't get a job unless they know stenography, they buckle down and learn it. Stenography is one thing they hate. But nine jobs out of ten offered to girls just starting out in the business world today require stenography. And of course some professions are still practically closed to women. I wanted to study engineering, but I found that none of the college courses in that subject were open to women."

It remained for the sub-deb to ignore the existence of the flapper. One of them who had just graduated from a well-known preparatory school and enters Smith College next fall said that the word was never used in her set.

"A MAGAZINE WORD"

"We think of it as just a magazine word," said this modern exponent of emancipated thought. "We never call each other flappers. In fact, the girls I know resent being put in that class. And they aren't prudes either. They are just as eager for a good time and a free life as any set of girls. Some of them are planning to work when they finish college, but I don't think 50 percent of the girls who enter college have any definite plans for a career. That comes later. Many of them go to work when they graduate because they live in small towns and do not want to go home and settle down.

"No, I don't think the girls today think less about getting married than they ever did. They are shy in expressing their views some times, or indifferent, but most of them have it in the back of their minds just the same."

But whether the young girl today, just entering her teens, is a flapper or not, hers is the inquiring mind which is not to be satisfied with ready-made formulas, either in fashions or morals. What has been good enough for her parents is not always good enough for her. At least she must decide whether it is. That the arbiters of fashion would wipe her aggressive silhouette entirely off the canvas is of small interest to her. After all, she tells you, skirts may go down and morals may go up in the minds of the public, but she will continue to arrange both her skirts and her morals so that they will neither interfere with her comfort nor outrage her common sense. The young mind appears to be canny and the young spirit above the contemplation of bare knees. This young spirit is busy building its future; it is leaving less important matters to the older generation.—The New York Times.

Russ Refugees In Constantinople

(Continued from Page 13)

of them the homes of war invalids and their families.

Here we found 230 people, their condition the same as those in the home we had just quitted: Generals and Colonels, chiefs of staff, other high officers, who had fought gallantly on the western front of Russia, drawing the regiments of Germany from France, and thus helped save Paris in August and September, 1914; men who remained on the front so long as a soldier remained—those poor ignorant soldiers enticed from their duty by the most brilliant propaganda ever originated by the Germans, the promise of free lands, free cattle, free horses—men faithful to the Allies, who fought in turn with Denikin, Yudenitch, Kolchak or Wrangel for the overthrow of Bolshevism. Here with wives and children they are herded. Small rooms are made into two apartments, as in Home 1. The large upper floor of the barrack is divided into about thirty of these compartments, also with blankets, and here in tiny cubicles families must live. In some were shoemakers' benches, in others sewing machines; in many the women were embroidering.

In the cellar, formerly the stable of the barrack, the invalids make grindstones and furniture. These are willing workers and there were many completed articles, but, alas! there are no buyers. Although valued elsewhere, in this country of handworkers of many nationalities who can exist on less food than the Russians, hand-made articles have no particular significance.

Although the beds were often without mattresses or sheets and although in each little cubicle was crowded the paraphernalia for living, for working, for cooking, for eating, of from three to five persons, all were remarkably neat and they were ordorless. Some of them were even attractive. The Russian woman is always remarkable, I find. Here also I found her dressed in simple cotton dress, but neat and attractive. And the Russian spirit lived here, as it lives wherever these refugees are found—brave and smiling and hopeful.

We were followed in our inspection by fifteen or twenty of the refugees. It was inspiring to see their respect for and trust in General Baratoff, their chief. Men and women made their personal reports to him and in the case of the especially afflicted they begged for assistance for their friends. He is, I know, powerless to aid them, having exhausted every avenue open to him, and I felt the deepest sympathy for him.

In Constantinople alone there are 1,500 of these war invalids, now incapacitated for work from 100 percent to 50 percent and with them are 1,000 wives and dependent children. These men would have drawn pensions commensurate with their high rank and have been cared for by their Government under ordinary circumstances. What is to become of them?

For two years they have lived in ble uncertainty. First they were fed the French rations in the camps; then they were organised into groups and placed in these special "homes," fed first by one relief agency, then another, usually with a doubt as to whether when one source of supply failed another could be found. For some time they received 20 piastres (about 132 cents) for their living; then it was cut to 15 piastres (about 9 cents), and now they receive but 7½ piastres (about 4 cents), and this is guaranteed but for one month more.

Before the Genoa conference we thought a solution of their problem had been found. Bulgaria had agreed to furnish them shelter; Hoover would feed them for four or five months; the League of Nations would transport them and would work out with the Governments of Serbia (for there are several thousand war invalids already domiciled there) and Bulgaria some plan for their permanent establishment.

But emboldened by Lloyd George's wooing of them, coincident with the publication of their pact with Germany, the existence of which was no secret, the Bolsheviki launched an immense propaganda against the Russian refugees scattered throughout Europe, and in Bulgaria this found ready acceptance, as they have a strong communistic party. Now it seems the refugees established there may be driven out; certainly it will not be possible to send others in. Thus the relentless hate of the Bolsheviki follows these people—they have determined to exterminate them.

While sitting in the conference at Genoa, professing to have washed clean their bloody hands and asking for recognition by enlightened nations, their chekas were holding tribunals and I myself read a letter received by an aged nobleman, advising him that his wife, an old, old woman, had been thrown in prison and was perhaps shot. She was of no importance politically; she was too thin and too old to make fats for food; it was but another case of class hatred.

Despite their age, their incapacity from wounds, their belonging to the former ruling class, these refugees could earn their living by their craftsmanship, so clever are these Russians with their hands, could they but find a market for their products. The relief organisations furnishing work to the women have so many more workers than they have garments to be made that they must distribute them among all, and one worker gets but one garment per week, for which she is paid one lira (about 75 cents).

And every day I hear people who have never visited a refugee camp, nor an invalids' home, who have never gone to the little rooms on the top floors of apartment houses in Stamboul and Pera and seen how these men and women work and struggle, say that the Russians are lazy. Despite the pain I suffer in being unable to help them materially, the more I study them, the more I can truthfully attest to the splendid way in which they have met their misfortunes and the more profound is my respect for them.

And ere I finish this account of my invalid friends, I must tell you an incident, so pathetic, so humorous, so typically Russian. The Y. M. C. A. here is making a drive for 10,000 lire, with the usual committees and the house to house begging, &c. General Baratoff is on the committee from the Russian Y. M. C. A., so he presented to the commandant of each of the homes we visited, for the securing of signatures, a paper on which was written:

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A Palestine Boom Town

New Municipality Of Tel-Aviv Shows Remarkable Growth

BY BERNARD A. ROSENBLATT

Perhaps the best indication of the final success of Zionist efforts in Palestine is the remarkable growth of the municipality of Tel-Aviv. Founded about twelve years ago by a group of sixty families who moved north to Jaffa, Tel-Aviv has now grown (despite five years of war in which everything came to a standstill) into a community of 12,000 people, occupying 900 houses. It can well be compared to one of our booming Western towns. It is a thoroughly modern seashore city—with electric light, a water system, fine streets and even a remarkably fine sea bathing establishment. From Tel-Aviv to the port of Jaffa (only a little over a mile) one passes from the twentieth century into the second century.

In America, we wondered at the town in our Southwest which seemed to grow from year to year as if by a magician's wand, without any one discovering the industries that supported the feverish activity of constant building. But Los Angeles seems to have had a vision of its own future—it was reared by the sea in the wonderful climate of our glorious southland, to become the "capital of the movies." And so Tel-Aviv is endeavoring to perform a similar miracle on the shores of the Eastern Mediterranean. It has not yet discovered its "key" industry, but its inhabitants build and build without any doubt in its future. On its famous Rothschild Boulevard you can find Jews from all the four corners of the earth. Americans, in the "American Restaurant" established by a Jew from New York, meet visitors from South Africa, Australia, Canada and the British Isles, and, of course, in even larger numbers, from all the countries of Europe and Asia. Tel-Aviv might be explained as the "melting pot" where English-speaking Jews, Russian Jews, German Jews and Rumanian Jews are "assimilated" into Hebrew-speaking Jews in the land of Israel.

There is one respect in which Tel-Aviv differs entirely from a typical American town. We are accustomed to regard a town as the result of the development of certain industries. Thus, Pittsburgh is the steel town, Detroit the automobile town, &c. Tel-Aviv had its beginnings, not in trade—as many would have supposed from the usual association of the Jew with commerce—but in the upbuilding of a house of learning, the Jaffa Gymnasium.

This pioneer Hebrew high school of Palestine is the central point in the township of Tel-Aviv and was its first "industry." To this school the wealthier classes of Jews in Eastern and Central Europe send their children to receive a Hebrew education in the land of Israel, and the money that usually flows into a university town gave the impetus for the development of the first Jewish municipality of the last eighteen centuries. Now there are factories and stores in Tel-Aviv, but this followed the Hebrew school and the dwelling houses along the Rothschild Boulevard. Tel-Aviv is now a busy town, and the main occupation of its police force of twenty-two is to direct the traffic in this rapidly growing city along the shores of the Mediterranean.

And yet this township would hardly be recognised in history if it had no misfortunes to record. On May Day, 1921, there was an attack upon the Jews of Jaffa by the Arabs, resulting in the death of thirty-nine Jews and the wounding of more than two hundred. As a result, thousands of Jews deserted their Arab neighbors in the old city and moved into Tel-Aviv. This exodus had the double effect weakening the old city of Jaffa by withdrawing a large portion of its most avluable elements. A whole section in Jaffa stands almost empty, and the loss in rents to rents to Arab landlords runs into many thousands of pounds. This has been a salutary lesson, for it has proved conclusively that riots and disturbances are unprofitable.

The other day I was discussing the question of the relationship between the Arabs and the Jews with a prominent Zionist leader, and the latter surprised me by stating that, in his opinion, the Arabs of Palestine had about 80 percent, of old Hebraic blood; that with the destruction of the first and second Jewish Commonwealth the poorer and less progressive Hebrews, who were attached to the soil, remained in the land—beggared the demoralised, it is true, but nevertheless holding a last grip on the soil of their ancestors. This remnant might have remained Jews—and some Christians—but in the seventh century Islam was triumphant over the whole East and with it came the choice of submission to the Koran or the sword. Those who could not escape to other lands (to form the nucleus of Jewry in Europe) became Moslems and were to a very large extent the ancestors of the present Arab population.

Thus the old land of Israel is now the scene of a drama in which two branches of an old race—separated by many centuries and divided into three religions—are again drawing together in the interest of their common country.

The old bogy that the Jew has come to deprive the Arab of his lands is being rapidly dispelled. Only a few days ago, in Safed, I was offered, for the Zionist Executive of Palestine, an immense tract of land (comprising nearly 75,000 acres) at a price nearly one-fourth of the amount demanded by the Arabs for the same land two years ago. At that time the Arab landlords really believed that the Jew was ready, willing and able to pay any price, however exorbitant, for land. He, therefore, naturally feared to part with his holdings and demanded prices that could not stand the test of economic reason. Now he has learned that "rich as a Jew" is merely a figure of speech, and that we are too wise to pay high prices for unproductive land. Now the Jews can purchase in the open market, at reasonable prices, all the lands necessary for their future development. But, as a matter of fact, there is already more than enough land in Jewish hands for the next ten years' development. We are reaching a stage when, instead of being criticised for "taking away" the lands of the Arabs, we may have to face the criticism that we are refusing to buy the land from the poor Arabs, and thus give them the opportunity for an intensive cultivation, which is only possible through the purchase of machinery, &c.

New Operation For Spinal Curvature

Curvature of the spine to one side (scoliosis) has been cured with a novel and ingenious method by Dr. E. K. Frey, who reports on his success to the Deutsche Zeitschrift fuer Chirurgie (Leipzig). After experimenting on animals Dr. Frey applied his method to a girl of eighteen. He tied the ribs on the convex side together with stout silk and wire, thus forcing the spine into its normal position, and fixed it with a plaster cast.

This operation is suitable to young persons, but when the curvature is of long standing a more radical operation is necessary. In such cases he cuts the ribs on the concave side close to the spine and those on the convex side at some distance from it and puts the body in a plaster cast which will hold the spine straight. The ribs grow together again very quickly, and in the two men on whom they operated the correction was stabilised, apparently, permanently.

Alcohol As Fuel For Automobiles

An alcohol mixture may be used successfully as a motor fuel and at a lower cost than gasoline, according to tests recently completed by the Sociedad Nacional de Agricultura of Rio de Janeiro, Brazil.

The experiments were made with two Benz cars, weighing 2,150 kilos each, over a distance of 45.1 kilometers, in competition with a light American car weighing 830 kilos using gasoline.

The first car received twenty liters of a mixture of 65 parts alcohol (95 degrees), 25 parts of ether, 9.5 parts of kerosene, and 0.5 parts of pyridine. The second car received the same amount of a mixture composed of 83 parts alcohol (95 degrees), 10 parts of ether, 5 parts of kerosene and 2 parts of pyridine.

The first car made an easy start and an easy run; the second had difficulty in starting, and the motor ran smoothly, only at the end of the trip. The consumption of the first car was 98.5 cubic centimeters of the alcoholic mixture per kilometric ton; that of the second, 129 cubic centimeters. The American car consumed 126 cubic centimeters of gasoline per kilometric ton for the same distance.

The selling price of alcohol at the Campos sugar mills in Brazil averages 27 cents per gallon, while the price of gasoline is about 75 cents. This price for alcohol seems to be sufficiently remunerative and, considering that it is made from sugar cane residue, the cost of production should not materially increase. To avoid motor modifications, the alcohol mixture should be standardised to about the same power as gasoline.

Too Much Salt

The increase in the death rate from diseases of the heart and kidneys in the last two decades, which has been much greater in the United States than in England, is caused, according to H. L. Harris, by the large quantity of salt that most Americans eat. Writing in Good Health (Battle Creek, Mich.), he says that Britons eat hams and bacon preserved with borax and either fresh butter or butter preserved with boric acid, while salt is used almost universally in preserving our food.

The quantity of salt needed for nutrition is only from fifteen to thirty grains a day, which is amply supplied in cooking. Any more than this is injurious. It is difficult to say how much salt the average American eats in a day, but it is certainly at least ten times as much as this.

The Human Race During The Ice Age

In a recent article published in Science, Julius Pia calls attention to the establishment of a public institution for the study of the Ice Age. Dr. T. Bayer of the Natural History Museum of Vienna is in charge of the work and invites correspondence on the part of those interested.

Scarcely any department of scientific research is of more general interest than that which concerns prehistoric man, his development during the Ice Age and the changes then taking place in the conformation of the land and sea. The geographical position of Vienna renders it well adapted for such study, since the land structures associated with the glaciation can be readily observed in their relations to ancient environment. Lower Austria is well known to have furnished a rich store of stone implements and weapons.

Every effort will be made at the Natural History Museum to investigate on a broad, scientific basis the various phenomena associated with the Ice Age.

Essential To All Travellers in China

A. B. C. RAILWAY GUIDE AND TRAVELLERS MANUAL JULY 1922

Just Published Price 60 cts.

The A. B. C. Guide is a Handbook for Railway Travellers in China Containing Specially Arranged Time and Fare Tables of all Railways in China, Including The Chinese Eastern and The South Manchurian, with a New Railway Map of China.

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50692

At the request of our friends and customers, we have decided to extend our popular Anniversary Sale for two weeks from August 1st to 15th.

That this sale is a success is accounted for by the fact that our prices are at rock bottom. For instance, the best quality shoe we have is priced no higher than $10.00. Other prices accordingly low.

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Time Spells Change In Haunts Of O. Henry

At the time O. Henry wrote his first short story of Bagdad on the Subway the heart of New York was just about the spot he chose for his home, Irving Place, No. 55, within an arm's length of the home, still standing, of Washington Irving, and on the edge of the privileged residential domain of Gramery Park.

It was, moreover, in O. Henry's day the literary oasis of Manhattan, housing within its 8-block length many of the "high brow" cult who could be found browsing in the old second-hand book stores that flourished in the vicinity, planning the outlines of stories or verse in the neighboring shady places of Union Square or Stuyvesant park, or spending a congenial hour in the Old Munich or Chubb's restaurant.

LANDLADY STILL THERE

In the brownstone house in Irving place O. Henry found an ideal place to live and write some of the three hundred stories he left as his legacy. It still is conducted by Mrs. Ellingwood, who remember O. Henry as a man who knew the world by intuition and hid himself away in his lifetime, shutting himself up in his room for days while he worked, and venturing out only in the shadows to visit around the corner the old German restaurant or one of the parks, where he commingled withtt the flotsam and jetsam of the city.

Mrs. Ellingwood said that O. Henry lived the life of a recluse and it was not until after his death that she realised the true importance of the man her roof had sheltered. His room on the second floor she occupies herself —and it is visited frequently by persons who revere the memory of the short story writer or who make vain attempts to induce the landlady to lease it to them. The house itself has been renovated and slightly altered, with the basement and front floor parlors converted to business uses.

A ROOF BEDROOM

It was in this room, at the little desk, that O. Henry wrote the story of the Old Munich stube around the corner, at Third avenue, under the title of "The Halberdier of the Little Kheinschloss." Adjacent to it is a roof where O. Henry had improvised a sleeping porch, for the bed was often occupied by some interesting derelict encountered in the neighborhood. Notwithstanding his diffidence toward people generally, O. Henry possessed special sympathy for the waif, the wastrel and the under dog in the social struggle. The tramp, even the gentle "grafter," was embraced and welcomed to No. 55 by the man who knew how to make them kin by personal touch.

His rendezvous at night was Allaire's "Old Munich," or Schoeffel hall, which recently has been transferred by the last of the proprietors, William Allaire, to new owners.

At a table close to the old fireplace, which tacitly was understood by all waiters to be always kept for O. Henry, he sat, waited upon by No. 18, who, like the old ivy clinging to the back yard wall, had clung faithfully to the place in which he first found employment upon his arrival from Germany as an immigrant twenty-five years ago. He is William Wagner, the original No. 18 mentioned in some of O. Henry's stories. As he furtively watched the strangers as they negotiated with his "boss" for the possession of "Old Munich" the other day, he said he was thinking about returning to Bavaria.

ARMOR DREW LAUGHS

"By golly," said Billy, as he is called, "well do I remember Mr. Henry and the writings he made here. That old suit of armor there (pointing to an armored dummy near the fireplace) always made him laugh, and when the old Boss hired a young man to wear it and stand in front of the door Mr. Henry wrote a story about it right at this table.

"A Scotch highball was his favorite drink, and he wrote a bit of verse to this favorite tipple of his."

"That," said William Allaire, breaking in on the conversation, "was published under the title of "The Rubaiyat of a Scotch Highball," and well do I remember O. Henry quoting the lines, 'Drink shall swell the theme and be set forth in abundance.' He also wrote of our cashier, who was a golden haired, fine looking German girl, that 'her hair was the color of a twenty dollar gold certificate, blue eyes, and a system of beauty that would make the girl on the cover of a July magazine look like the cook on a Monongahela coal barge.' The cashier couldn't understand it, and she was wroth when some person, jealous of the little courteous attentions Mr. Henry paid her told her she had been likened to a coal black mammy. It took a mighty lot a translating on our part to convince the girl that Mr. Henry only meant the highest kind of a compliment.

"A BOUNDLESS SPIRIT"

Mr. Henry possessed boundless spirit when he was here and alone. He chaffed with my father, myself and Billy; his optimism was hilarious; he knew how to laugh. And his breeziness was at its best when he hailed to the bar some poor tramp and ordered the best in the house for him. And it didn't stop at food and drink. Many a time I have changed a twenty dollar bill for him and have seen him give the tramp a five or ten.

"Mr. Henry was fond of the old Red room, now dismantled, which had on the walls many German texts which made him laugh and often exclaim that they were bad translation of the Cincinnati poets. The story of the boy who was dressed in a suit of armor was sketched at his usual table near the fireplace and was published under the title of "The Halberdier of the Little Rheinschloss.' The story is quite true in almost every particular, but the incident of the balcony was introduced for effect.

"Many manuscripts had their final revision here, and sometimes when he would be asked what he intended to call some particular story he talked about he replied he didn't know—that the title sometimes caused him more anxiety than the writing of the actual story.

A MEMORIAL

"As long as this place stands," concluded Mr. Allaire, "the memory of O. Henry will remain just as fragant as the memory of Washington Irving among book readers who daily pass by the corner below where that author's old house still stands. They come here and ask questions, as this place is of record in his writings, but only a few call at No. 55, where he hid himself away."

Old Munich is one of the show places of New York even today. It is a faithful copy of an inn from the ancient German town. The big hall, with its many rafters, its rows of imported steins portrait of Goethe and verses painted on the walls, remains. Everything in the way of German scenes was painted by Genman artists brought over from Munich who made sketches in the original inn. They painted scenes to represent depth and distance, which give an appearance to the place when lighted of being much larger than it really is.

A NEEDED CONTRAST

In the days of Muenchener beer the crowds that frequented the place gave O. Henry just the pictured contrast he needed between the apparent insipidity of the situation he wished to conjure and the sudden shift the life of the stube inspired with its high colored happenings, hourly change of scene and varied types. It was here "Little Old Bagdad on the Subway" and "The City of Chameleon Changes" were inspired.

Unlike O. Henry's last story, "The Dream," which was left unfinished, the last chapter of "Old Munich" has had finis written by the Allaires, and it is not unlikely that No. 55 Irving place will pass away soon, for business steadily is encroaching upon that once famous habitat of literature.

Pope Pius XI. Jolts Nerves Of Vatican

Rome, June 24.—The independence and initiative of Pius XI have furnished plenty of jolts to the nerves of the staid members of the Vatican. When he announced that a woman was coming to live in the Vatican the skies almost fell. The highest authorities protested almost tearfully: "But, your Holiness, this is against all traditions." Whereupon Pope Pius answered: "Then we will begin a new tradition."

So the first woman in centuries is now installed permanently in the Vatican. She is signora Linda, a woman of 60, who for forty years has been a servant in the household of the Pope's mother and was his governness. When the then Cardinal Ratti's mother died Signora Linda became homeless and went to a convent in Milan.

Now Signora Linda has an apartment near that of the Pope in the Vatican and is practically its housekeeper, supervising the papal wardrobe and those of his secretaries, ordering the meals and making trips to the kitchen to see that everything is prepared in accordance with the Pope's simple tastes. She dresses like a nun and is a plain but intelligent woman who reads newspapers and prays much.

She already has cut down the household expenses greatly from the generous budget maintained by the late Pope Benedict.

Prince Incog In London

London, June 9.—Prince Axel of Denmark has been visiting London, but without official recognition. He came as a sailor, did his work, then weighed anchor and sailed off. He has been looking over the Thames docks while in command of the motor cargo ship Asia.

Prince Arel, who is a near kinsman of the King of Denmark, has been attached to the navy. He thought it ought to know more about the merchant service and asked for a year's leave in order to learn. He first shipped as mate and then was placed in command. He proved here that he is an excellent sailor.

Tariff War Halting Commerce In France

Paris, June 15.—An appeal to the French Cabinet to make every effort to bring to a close the tariff war with Spain that is tying up commerce between the two countries has been made by a group of southern French cities, including Bayonne, Biarritz and Pau. According to the appeal the basis of the war is influence exerted by certain French wine interests for protection against Spanish wines, and the result of the tariff war is a tremendous influx into Spain of German manufactures.

Divorced, Works In Jail, To Earn Alimony

Detroit, Mich., June 15.— Alfred J. Higgins will remain in the Detroit House of Correction until he has earned $386. And at $12 a week, the amount inmates receive, he will probably stay for a long time.

The money is alimony due his former wife Helen, for the support of his eight-year-old son, Alfred, Jr. Mrs. Higgins told Judge Goff her husband had paid her nothing. Higgins was sentenced for contempt of court.

OLYMPIC THEATRE

Features to be exhibited during the week from July 31st to August 6th

On Monday and Tuesday, July 31st and August 1st

THOS. H. INCE Presents

CHARLES RAY in "BILL HENRY"

She looked good to Bill! And when the village skinflint started something, and Bill found her crying—well, folks never dreamed Old Man Henry's son had so much fight in him.

A great warm slice of human nature, garnished with smiles, sprinkled with pep and served with speed by the "star who has everything.

On Wednesday and Thursday, August 2nd and 3rd

Would he dare do it again? Twice he had kissed her, and had warned her that the third time—yes, his impudent threat was quite in keeping with the exasperating husband he was.

They were married, of course —in name—to save another's honor; but there are husbands, and husbands, and—well, don't dare to miss this queerest, funniest, most exciting tangle you ever saw.

On Friday, Saturday and Sunday, August 4th, 5th and 6th

Adolph Zukor Presents ELSIE FERGUSON

Merely a woman! What right had she to love, when by wedding the man of his choice she could bring her selfish father ease and wealth?

And so, stifling her dreams, yielding to "duty," she married a drunken beast.

Then, one day, they found her husband murdered in an Indian jungle. Who was guilty?

A story that sweeps through the heart in a storm of emotion. Touched with the spell of the East. Tender with young love and blossom time in England.

As a play, a nation-wide sensation. As a picture, a new and amazing revelation of the charm and dramatic genius of Elsie Ferguson.

Matinee on Saturday, August 5th at 3.15 p.m. Showing

VIVIAN MARTIN in "THE THIRD KISS"

and One Episode of The ADVENTURES of TARZAN Featuring ELMO LINCOLN

Matinee on Sunday, August 6th at 3.15 p.m. Showing

"THE WITNESS for the DEFENSE"

and One Episode of The ADVENTURES of TARZAN Featuring ELMO LINCOLN

VICTORIA THEATRE

Features to be exhibited during the Week from July 31st to August 6th

On Monday and Tuesday, July 31st and August 1st

JESSE L. LASKY Presents

BRYANT

WASHBURN

in

"A Very Good Young Man"

His family's reputation was in sad need of a vacuum cleaner after he got done repudiating his previous saintly reputation, but it got him the girl—and what do you care for his family reputation if you get fun and he gets the girl?

He was too good to be true. She could't believe that any young man could have habits so saintly. Result: she wouldn't take the solitaire.

So what do you think he did? Went right to work like a regular fellow to make the family reputation a fit subject for the laundry!

That's where the fun starts in "A Very Good Young Man."

Miss this picture? Perish the thought!

On Wednesday and Thursday, August 2nd and 3rd.

JESSE L. LASKY Presents

ROBERT WARWICK

in

"IN MIZZOURA"

A Picture destined to become more famous than the famous play from which it was adapted

FROM THE PLAY THAT MADE AUGUSTUS THOMAS FAMOUS

Made into an absorbing picture under the directon of Hugh Ford it is a tale of Old Pike County, Missouri, and has in it power, sympathy and romance. The story of the great love of honest Jim Radburn for the beautiful girl who thought her education was a bar to her love is absorbing in its human interest.

You'll like the picture as well as you liked the stage production.

On Friday, Saturday and Sunday, August 4th, 5th and 6th

THOS. H. INCE *Presents*

DOROTHY DALTON

IN

"The Market of Souls"

Highlights of New York night life..... a tale completely entertaining, moving forward to a tremendous climax, calls forth the strong emotional power of an actress of beauty and appeal.

Matinee on Saturday, August 5th at 4 p.m. Showing

"IN MIZZOURA"

and Two New Episodes of The ADVENTURES of TARZAN Featuring ELMO LINCOLN

Matinee on Sunday, August 6th at 3:15 p.m. Showing

"THE MARKET of SOULS"

and Two New Episodes of The ADVENTURES of TARZAN Featuring ELMO LINCOLN

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OLYMPIC THEATRE

To-night!! *To-night!!* *To-night!!*

JESSE L. LASKY Presents

ROBERT WARWICK

in

"TOLD in the HILLS"

"If You Know How to Pray, Pray for Me To-night—for Me and the Other Men in That Death Trap!"

Then this despised "squaw man" was off to save from an Indian massacre the men who had shamefully jailed him for a common horse thief!

Only the girl knew his heart—she and the brother for whose sin he had buried himself in the West.

But when his great day came, his defamers found that his "black" soul was white and his "yellow" blood, spilled for them, was red—red!

"Told in the Hills" is a mighty epic of the West of the pioneers, of scout and gold hunter and roving Indian, of the West as it was in other times and never will be again.

The novel has thrilled countless thousands. Now Robert Warwick, with a brilliant supporting cast including Ann Little, Wanda Hawley, Tom Forman, Monte Blue, Eileen Percy, Hart Hoxie and Guy Oliver, has given the story life in a great screen masterpiece. Don't miss it!

Matinee Today at 3.15 p.m. Showing

"TOLD in the HILLS"

and One Episode of The ADVENTURES of TARZAN Featuring ELMO LINCOLN

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The China Press
大陸報

SHANGHAI, SUNDAY, JULY 30, 1922

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Business and Official Notices

Consulado Geral de Portugal em Shanghai

AVISO

SAO por esta forma avisados os cidadaos portuguezes residentes n'este districto Consular que durante o mes de Julho terao que removar as suas cedulas de nacionalidades.

Shanghai, 30 de Julho de 1922.
ALFREDO CASANOVA,
Consul-Geral.
50709.

MUNICIPAL NOTIFICATION
No. 3025.

TRAFFIC REGULATION 44

The following amended traffic regulation will be enforced from August 1, viz.:

44.—No passenger motor vehicle shall pass another passenger motor vehicle in motion and no freight motor vehicle shall pass another freight motor vehicle in motion proceeding in the same direction:—

1.—On all roads within the Settlement in:—

(a) The Central district.
(b) The Northern District.
(c) The Eastern District from the Hongkew Creek Eastwards as far as Dairy Road, and
(d) The Western District from Thibet Road Westwards as far as Mohawk and Myburgh Roads.

2.—On the North Szechuen and Kiangwan Roads from the Settlement Boundary Northwards to the point where the latter road passes beyond the jurisdiction of the Council.

By order,
N. O. LIDDELL,
Secretary and Commissioner General.
Council Room.
Shanghai, July 27, 1922.
50670

Municipal Notification
No. 3023.

HISTORY OF SHANGHAI.

The second volume of this work to be completed in three volumes will shortly be published by Messrs Kelly and Walsh Ld., at $7.50.

The Council is anxious to secure a few good photographs or prints of Shanghai between the years 1860 and 1890, for reproduction and inclusion in this volume.

The greatest care will be taken of any photographs or prints forwarded to the undersigned in response to this Notification.

By order,
N. O. LIDDELL,
Secretary and Commissioner General.
Council Room.
Shanghai, July 20, 1922.
50707

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BRAND
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"MEADOW"
BRAND
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Fresh, Pure, and Delicious.

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Address owner of property.
Post Box 173 Altadena, Calif. U. S. A.

NOTICE

We beg to advise our removal to our new building, 204 Shantung Road, corner of Kiukiang Road.
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NOTICE

R. H. SKELTON, A.R.S.M. Assoc. I.M.M., has left the service of Messrs. Jardine, Matheson & Co., Ltd., and is in practice as CONSULTING MINING ENGINEER & GEOLOGIST at 1a, Percival St. (P. O. Box 389. Telephone 2824), HONGKONG.

Examination & Valuation of Mineral Properties.
Advisory work & Supervision.
50744

Notice of Removal

On and after July 31st, 1922, our offices will be removed to No. 1 The Bund.

CHINA INTERNATIONAL CORPORATION.
50741

NOTICE

Drs Hiltner and Dunn announce that Dr. Alfred H. Swan, of Rush Medical School (University of Chicago) has associated himself with them for the practice of medicine and surgery.
Office Hours. 10.30-12 & 2-3. 24 Nanking Road. Telephone C. 1170.
50720

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Prof. I. K. SETO begs to announce the opening of his Turkish—Bath and Massage establishment, along with up-to-date restaurant serving Oriental and Foreign meals. All wants catered to.
Tiffin .. $1.00 Dinner .. $1.50
Phone North 3253.
Boarders wanted, bachelors only.
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VERY desirable Ground Floor Room, with large modern show windows, located one block from the Bund. Suitable for Office or Show Room. Size 40' x 60'.

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The Ben Buildings Co.,
Ben Building. Phone Central 1930.
50739

NOTICE

As from July 27th, Mr. Thomas R. Scanlon will sign Per Procuration for the Sun-Maid Raisin Growers.
SUN-MAID RAISIN GROWERS.
ORIENTAL DIVISION.
50690

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Buchanan's
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Buchanan's
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Buchanan's
"LIQUEUR" (15 yrs)

"SANDY MAC." is in a class by itself.
"BUCHANAN'S LIQUEUR" will satisfy the most particular.
obtainable at all Clubs, Hotels and Store-keepers and from
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Hundreds of testimonials from SATISFIED CLIENTS.
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OFFICE OPEN DAY AND NIGHT.
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123 Szechuen Road.
Tel. No. Central 7201.

Whangpoo Conservancy Board.

Notification No. 118.
TENDERS FOR STATIONARY BUCKET DREDGER.

Tenders are hereby invited for the supply of One Stationary Bucket Dredger.

Printed specifications and form of tender may be obtained on application to the Board's Office, 6 Kiukiang Road, and on deposit with the Board of Dollars Fifty only. Said deposit to be returned on receipt of bona-fide tender.

Sealed tenders accompanied by plans and specifications addressed to the Whangpoo Conservancy Board, Shanghai, and marked "*Tender for Bucket Dredger*" must be sent in so as to be in the Board's hands on or before noon on the 30th December, 1922. *Tenders not so marked will not be considered.*

The Board does not bind itself to accept the lowest or any tender.
(Sd.) H. von HEIDENSTAM,
Engineer-in-Chief.
Shanghai, May 25th 1922.
50711

In the International Mixed Court of Shanghai

Chinese Civil Case No. 9245.
Re: The International Lumber Produce & Stock Exchange
所易交券物料材木植國萬
IN LIQUIDATION.

A petition has been filed for the liquidation of The International Lumber Produce and Stock Exchange under the supervision of this Honourable Court, and, by an Order of Court dated the 26th July, 1922, the undersigned are appointed liquidators.

Creditors are required to file their claims with us on or before the 14th day of August, 1922, after which date no further claims will be recognised.

All debts due to the estate should be paid to us forthwith and debtors are warned not to pay their debts to any person or persons other than ourselves.
SETH, MANCELL & McLURE,
Official Court Accountants.
No. 7 Avenue Edouard VII,
Shanghai, 30th July, 1922.
50721

I. S. S.

If a BONDHOLDER has drawn up to $1,999.00 and his Bond draws another reimbursement of
$2,000.00
he receives this amount in full in addition and also the surrender value of his Bond.

International Savings Society
7 Avenue Edouard VII
Shanghai.

DR. R. HOLPER, M. D.
(Bordeaux University, France)
SPECIALIST IN VENEREAL URINARY AND SKIN DISEASES
American Oriental Bank Build
No. 15 Nanking Road.
Hours 11 to 1 and 4 to 6. Tel. C. 72

Allsteel Office Furniture

STOCKS CARRIED

A leading line is the "DREADNAUGHT" (500 line) 4-DRAWER STEEL FILING CABINET

Tls. 75.00

Get particulars of the ADJUSTABLE STEEL SHELVING for vaults and storerooms

SPECIAL QUOTATIONS GIVEN FOR FACTORY ORDERS

Catalogues on request

THE OFFICE APPLIANCE CO
Specialists in Office Equipment
22 NANKING ROAD, SHANGHAI

FOR SALE
PACKARD SINGLE-SIX
FIVE-PASSENGER
PRACTICALLY NEW
ALWAYS OWNER DRIVEN
Write—20 Whangpoo Road
or
'Phone North 625.
50737

We have just received stocks of:

JUSTERINI & BROOK	
60 Years Old Brandy	at $108 per case of 1 dozen quarts
ROUYER & GUILLET	
40 Years Old Brandy	at $72 per case of 1 dozen quarts
COUTENSEAUX AINE	
3 "Star" Brandy	at $24 per case of 1 dozen quarts
THE STIRLING BONDING CO., LD.	
Old Smuggler Gaelic Whisky	at $26 per case of 1 doz. quarts
W. E. JOHNSON & CO.	
Guinness's Stout	at $27 per case of 6 dozen pints
Guinness's Stout	at $40 per case of 12 dozen nips

GEORGE McBAIN (Import Dept.)
17 KIANGSE ROAD.
50656

Chinese Government Railways,
TIENTSIN-PUKOW LINE.

NOTIFICATION NO. 322.
RAILWAY HOTELS (219/1).

The public is hereby notified that for the convenience of tourists this Railway has, regardless of expenses, erected three modern hotels with comfortable accommodation and up-to-date facilities at Tsinanfu, Taianfu and Chufou.

The Chuifu and Taianfu Railway Hotels will be opened on 1st August and the one at Tsinanfu on 1st September, 1922.

On account of the limited number of rooms available at each of these hotels, it is advisable to make reservation beforehand.

TARIFF

Single bedded room: $6.00 per head per day, including meals.
Additional beds: An extra charge of $4.00 per head per day, including meals, will be charged for an additional bed installed in room.

Charges for Meals:
Breakfast $0.75
Tiffin $1.25
Dinner $1.50

For further particulars please apply to the Traffic Manager, Head Office, Tientsin or to the Tourist Agencies.

Tientsin, 27th July, 1922.
The Tientsin-Pukow Railway Administration.
50701

Trade Mark
PHONE N. 1036

SUMMER'S NECESSITY
BATH ROBES (for Gentlemen & Ladies.)
Various fashions, sizes, colours and qualities.
SEAN YOU ZOO & CO., LTD.
Y16A. N. Szechuen Rd. Tel. N. 1036
47639

Business and Official Notices

Notice to Consignees.

S. S. "Sophie Rickmers" has arrived from Antwerp and Hamburg on the 26th instant and is now discharging her Cargo at the South Manchurian Railway Wharf.

Consignees are requested to send in their Bills of Lading for Counter-Signature without delay.

Examination of damaged Cargo will take place at said wharf on the 2nd of August, 1922, at 10 a.m.

THE RICKMERS LINE,
Karl Oldoerp,
Agent,
10 Szechuen Road.
50648

PROPOSAL
For the purchase of the U. S. S. CELTIC.

Sealed proposals will be received at the U. S. Naval Station, Cavite, P.I., until 10 a.m. on the 15th day of August, 1922, at which time and place they will be opened, for the purchase of the U. S. S. CELTIC.

GENERAL DESCRIPTION OF THE "CELTIC"

Built in Belfast, Ireland, in 1891 by Workman, Clark & Co. Structure: Material, steel; propulsion, screw; rig, 2 masts; tonnage, U. S. Register, gross, 3932.98 tons; net, 2387.32 tons; Panama Canal, gross, 4180.25 tons; net, 2576.50 tons.

Speed: 10.5 Knots. Length over all: 383 ft. Length between perpendiculars: 369 ft. 8 inches. Breadth on load water line: 44 ft. 7 inches. Mean draft, (normal): 21 ft. 0 inch. Displacement, (normal): 6750 tons. Tons per inch immersion: 30 tons. Bunker capacity (42 cu. ft. 1 ton): 757 tons. Main engine: vertical triple expansion: indicated horsepower on trial 2200. Boilers: 4 Babcock & Wilcox; Total grate surface, 250 sq. ft; Total heating surface 81.40 sq. ft. Electrically lighted throughout. Two generators, one 15 K. W., 110 volts; other 15 K. W. 125 volts. Ice Plant: ?—Steam Driven Dense Air Machines of 40 tons each, built by J & E. Hall, Dartford, England. Carcases 1300 tons, caued meats and other stuffs 1200 tons. Capacities of Cargo Holds and Tween Decks: No. 1 Hold 41803 cu. ft. (Frozen meat capacity 36247 cu. ft.) No. 2 Hold 57982 cu.. ft. (Frozen meat capacity 50050 cu. ft.) No. 3 Hold 34289 cu. ft. No. 4 Hold 32457 cu. ft No. 1 Tween dks. 17131 cu. ft (Frozen meat capacity 14566 cu. ft.) No. 2 Tween dks. 22900 cu. ft. (Frozen meat capacity 19180 cu. ft.) No. 3 Tween dks. 16333 cu. ft. No. 4 Tween dks. 18604 cu. ft.

PRESENT CONDITION: Excellent. Ready for immediate service and equipped with boats radio outfit; outfit of blocks and lines; hawsers; ground tackle cabin furniture; galley outfit ovens; refrigerators; auxiliary machinery spare parts; canvas outfit; awnings; windsails; staysails; large assortment of hand tools, etc.

(A list of articles of equipage etc. to be left on board and sold with the vessel may be had on application to the U. S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China.

The sale will be for cash to the highest bidder, who must remove the vessel, at his own expense, from the limits of the Naval Station within such reasonable time as may be fixed by the Captain of the Yard, Cavite.

Proposals must be submitted in a sealed envelope addressed to the Commandant, Naval Station, Cavite, P. I., endorsed "PROPOSAL FOR THE PURCHASE OF THE CELTIC"; and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U. S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 A. M. of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the CELTIC.

The right is reserved to withdraw the vessel from sale or to reject any or all bids.

By direction of the Secretary of the Navy.
W. M. CROSE,
Captain, U. S. Navy,
COMMANDANT.
50161

Messrs. R. Fano, L. Basset, J. Thesmar, Commissaires. Prieseurs,
Acting Under Instructions From The French Mixed Court.

Will Sell by Public Auction in their Office,
No. 4 the French Bund, Shanghai,
on
Saturday, 5th August at 3.00 p.m. The Property of B. C. Lot 2360, with an area 1 Mow, 1 Fun, 1 Li, 4 Hao. Situated on East Yangtsepoo Road and Wuchow Road corner with Chinese house.

Terms and conditions of the sale as stated in a memorandum from the prosecutors, can be ascertained at the office of the undersigned where Plans are on view.

R. Fano, L. Basset, J. Thesmar,
Commissaires Priseurs.
No. 4 French Bund, Shanghai.
50727.

Hankow and Ports

The Hoong On S.S. Co's Steamer "Teh-Hsing", Capt. K. C. Lee, will leave from the Ningpho Wharf, Chinese Bund, Nantao, on Tuesday, the 1st August, at about 12 o'clock (midnight). (Cabins) fitted with electric fans). Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company, No. 1B Hankow Road. Telephones Freight 1520 and Passage 3283. 50734

NOTICE

The public is hereby notified that he title deed of U. S. Consular Lot No. 773, measuring 5 mow. 3 fen, 8 li, 4 hao in area, located at Jessfield Ferry on the north side of Soochow Creek, has been lost, and that at the expiration of three months from date I shall apply to the American Consulate General for the issuance of a new deed.

W. S. EMENS
By His Executrix
KATHERINE EMENS.
July 8th 1922.
50204

Valley Hotel, Kuling

New private hotel just opened, American owned, located within 2 minutes walk of Municipal tennis Courts and the well known Russian swimming pool. All double rooms with private baths attached. Tiffen, Tea and Dinner parties catered for. Terms moderate for daily and monthly boarders.

For particulars apply
The Management
Valley Hotel,
Kuling.
50441

NOTIFICATION

During my temporary absence in Canada, Mr. G. A. Rolf Emery, Assistant Canadian Trade Commissioner, will be in charge of the Canadian Government Offices in Shanghai. Anyone requiring information respecting Canada or Canadian Trade, will please apply to Mr. Emery.

J. W. ROSS,
CANADIAN TRADE COMMISSIONER.
50682

Dr. E. Lagrange
Belgian Doctor.
9-12 a.m., 4-6 p.m.
96 Szechuen Road,
(corner of Jinkee Road).
Office Tel. C. 1035.
Residence Tel. W. 1066.
50195

Dr. FURSTENBERG, M.D.
8B Kiukiang Road.
Specialist in urinary, skin and internal diseases.
Hours: 11 to 1 and 4.30 to 6.30 or by appointment. Tel. C. 838.
49985

DR. GEORGE CHENLY, M.D
Specialist in the treatment of any kind of Venereal Diseases and Piles. Piles can be cured within ten days without operation, and pain (after one treatment by using the English new method of injection).
FOO WAI HOSPITAL
256 Nanking Road. Tel. C. 5719.
(near Chekiang Road).
CONSULTING HOURS:
7 to 9 a.m. and 5 to 8 p.m.

The "Allenburys" Diet

Is exceedingly useful in the sick-room, for it is a very easily digested nourishment, and appears also to improve the capacity for general assimilation in disease and convalescence. It can be made in a minute by the addition of boiling water only.

Entirely distinct from the "Allenburys" Foods for infants.

Allen & Hanburys, Ltd.
London.

OFFICES TO LET
IN THE
GLEN LINE BUILDING
Corner of Peking Road and The Bund

For particulars apply to Messrs. ALGAR & CO., LD., 11 Yuen Ming Yuen Road.
49907

Newly Opened
CHINA HAND WORK Co.
8 BROADWAY
(Opposite Astor House, Next to Cafe Federal)

Swatow Drawn-work, Embroideries, Laces, Ivory, Pewter, Silver, and Cloisonne Novelties.
ETC., ETC.
PRICE BARGAIN
49933

PLEASE DRINK!
THE BEST "PEKING BEER 5 STARS"
Sold by all grocers
Sole agent
CHING MOW & CO.
57-59 Rue du Consulat Telephone C. 1506
SONHOSHIN BREWERY, PEKING
49991

FOR THE HOT SEASON
BUY a case of
PATZENHOFER BEER
BEST LIGHT GERMAN LAGER
Prices reduced from 1st July:
per case of 48 quarts: $13.00
per case of 72 pints: $14.00
Obtainable from all Stores or from the Sole Importers:
GIESEL & CO., LTD.
62 Kiangse Road Telephone C. 1694
50086

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £3,000,000
Reserve Fund £3,700,000
Reserve Liability of Shareholders £3,000,000

Head Office:
38 Bishopsgate London, E. C.
Shanghai Branch: 18 The Bund.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. G.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star	Hongkong	Puket
(Kedah)	Iloilo	Rangoon
Amritsar	Ipoh	Saigon
	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala	Sourabaya
Canton	Lumpur	Tientsin
Cawnpore	(F. M. S.)	Tavoy
Cebu	Madras	(Lower
Colombo	Manila	Burma)
Delhi	Medan	Taiping
Haiphong	Peking	New York
Hankow	Penang	Yokohama

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT,
Manager.

Banque Belge Pour L'Etranger

(Filiale de la Societe Generale de Belgique).

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up) ..	75,000,000
Reserves	19,062,500

President: JEAN JADOT.
Head Office: BRUSSELS.

Branches:
LONDON, MANCHESTER, PARIS, NEW YORK, BUCAREST, COLOGNE, ALEXANDRIA, CAIRO, TANTAH, SHANGHAI, PEKING, TIENTSIN, HANKOW.

Affiliated Banks:
BANCO DE CARTAGENA, Madrid, with Branches in SPAIN and MOROCCO. — WIENER-BANKVEREIN, Vienna, with Branches in AUSTRIA, HUNGARY, POLAND, RUMANIA, ITALY (TYROL), YUGO-SLAVIA, TURKEY, and ASIA MINOR.—ALLGEMEINER BOEHMISCHER BANKVEREIN in Czecho-Slovakia, A. KOUYOUMDJISKI & CO., Sofia.
Correspondents in all parts of the World.
Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

The Exchange Bank of China

SHANGHAI BRANCH,
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T.T. Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

E. WRING, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$23,500,000
Reserve Liability of Proprietors	$20,000,000

Head Office: HONGKONG.
Court of Directors:
G. M. Dodwell, Esq. Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
D. G. M. Bernard, Esq.
A. M. Bowes Smith, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak, Esq.
Hon. Mr. E. V. D. Parr.
W. L. Pattenden, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. Stephen.

Branches and Agencies:

Amoy	Harbin	New York
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	S. Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	S. Patani
Foochow	Malacca	Tientsin
Haiphong	Manila	Tsingtao
Hamburg	Nagasaki	Vladivostock
Hankow	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12 The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) ..	55,000,000
Reserved Fund	26,960,000
Capital Contributed by the Chinese Government	Kup. Tls. 5,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Bread Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.
Foreign Exchange on the principal cities of the world bought and sold.
SAFE DEPOSIT BOXES.

L. Jezierski,
Th. de Krzywossewski,
F. Petitbhguenin.
Managers for Branches in Asia.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1918.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING

Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore Hongkong, Tokio (Japan).

SHANGHAI BRANCH,
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts. Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager,
T. S. WONG, Sub-Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.

Not more than $200 will be received during one month from any single Depositor.

Interest at the rate of 3.1/2% per annum will be allowed upon the monthly minimum balance.

The maximum balance on which interest will be allowed is $5,000.00.

Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.

Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

OFFICE HOURS: 10 a.m. to 3 p.m.
Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912.
Capital Authorised £1,200,000-0-0
Capital Paid-up £1,066,520-0-0
Reserve Fund H. K. $800,000.00

HEAD OFFICE:
No. 6 Des Voeux Road Central, Hongkong.

OFFICES:
Shanghai, New York, Canton and Bangkok.

SHANGHAI OFFICE:
1 and 2 Ningpo Road.

AGENCIES:

Honolulu	San Francisco	Kobe
London	Sourabaya	Batavia
Manila	Singapore	Canada
Yokohama	Samarang	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Authorised Capital U. S. $10,000,000
Paid-up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Every kind of banking business transacted

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels G$, £, Frs. and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital .. $2,500,000.00
Reserve Fund $500,000.00

Head Office: Shanghai.
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 3858
General Office: Cen. 2613 & 3410
Branches
Hongkow, Hankow, Peking Tientsin, Mukden and Harbin.
FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe, Osaka, Berlin and Hamburg.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit granted on approved securities.
Savings accounts—4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent.

SHIH CHU HSU, Manager.
BAU CHUN MIN, Sub-Manager.
Y. S. TONG, Sub-Manager.

International Banking Corporation

Capital and Surplus U.S. $10,000,000
Undivided Profits ..U. S. $5,400,000
Reserve for Dividends U. S. $600,000

Owned by the National City Bank of New York

Head Office:
60 WALL STREET, NEW YORK
London Office: 26 Bishopsgate, E. C.
Lyons Office: 27 Place Tolozan.

San Francisco Office:
232 Montgomery Street.

BRANCHES:

CHINA	PHILIPPINES
Shanghai	Manila
Peking	Cebu
Tientsin	
Hankow	SPAIN
Harbin	Barcelona
Hongkong	Madrid
Canton	
	STRAITS
INDIA	Singapore
Bombay	
Calcutta	DOMINICA
Rangoon	Santo Domingo
	Sanchez
JAPAN	San Francisco
Yokohama	San Pedro
Kobe	Santiago
	Puerto Plata
JAVA	Barahona
Batavia	La Vega
Soerabaya	
	PANAMA
	Panama
	Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. Gulland, Manager
1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital	$12,279,800.00
Reserve Fund	$2,443,700.00
Special Reserve Fund	$3,584,859.00

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hanchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH,
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Kincheng Banking Corporation

金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital —.—	$5,000,000
Reserve Fund	$ 600,000

Head Office: Tientsin
Branches, and Sub-Branches Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address: "Kincheng" Shanghai
Tel. Nos.
General Office: 0 [illegible]
Manager's Office: 1288

Nederlandsche Handel Maatschappy

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 18,978,250 (about £1,581,604)
Special Reserve: Guilders 22,660,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Manager.

行無非東
The Bank of East Asia, Ltd.

SHANGHAI BRANCH
No. 10 Kiukiang Road.

Authorised Capital ..	$10,000,000.00
Paid up Capital	$ 5,000,000.00
Reserved Fund	$200,000.00

HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank
Correspondents in all principal cities of the world. All kinds of banking business transacted.
Interest allowed on current deposits and fixed deposits.
Loans granted on approved securities.

K. CHENG,
Manager.

The
Peking Industrial Bank, Ltd

Established 1905

Capital	$2,000,000.00
Reserve Fund	$206,400.00
Undivided Profits ..	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon Hankow and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodate, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.
Saving Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING, Manager.
SHANGHAI BRANCH,
14 Hankow Road.
Tel. C. 7130, Manager's Office, C. 7121, 7122, 7123 and 712 General Office.
Cable Address:
"CHINDUBANK" Shanghai

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1/6/20)	60,500,000.00

Head Office:
No. 96 Boulevard Hancomann, Paris.

Branches and Agencies

Saigon	Poem-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Menatze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Dibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations: grants credits on goods and approved securities; opens current and fixed deposit accounts in tael and francs according to arrangement.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wu

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinnati

And also in other principal cities in foreign countries.

Shanghai Branch:
8 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China
Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

中南銀行
CHINA & SOUTH SEA BANK, LTD.

Authorised Capital: $20,000,000
Paid-up $5,000,000

74 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasoseа

Tel. Nos. { Managing Director: C. 6354 / Foreign Exchange: C. 3649

Y. Hou,
Managing Director.

FAR EASTERN BANK

Capital Authorized Lit. 50,000,000
Capital Paid Up Lit. 12,500,000

HEAD OFFICE:
36 Kiangse Road, Shanghai.

BANKERS:
ENGLAND: London Joint City & Midland Bank, Ltd.
FRANCE: Banco di Roma.
ITALY: Banco di Roma,
Banca d'America e d'Italia.
GERMANY: Deutsche Bank Hamburg.
SWITZERLAND: Schweizerische Kreditanstalt.
U.S.A.: East River National Bank, New York, Bank of Italy, San Francisco.
JAPAN: The Dai Ichi Ginko Limited.

BRANCHES:
Canton-Tientsin-Tsingtao-Nanking.

Interest allowed on current accounts, savings accounts and fixed deposits in all currencies according to arrangement.
Local bills discounted. Cable transfers bought and sold.
Drafts issued and telegraphic transfers effected all over the world.
SPECIAL FACILITIES for Italian business and Exchange, for Gold exchange and for Chinese Stock Exchange transactions

W. S. T. NIEN,
M. S. RING, Managing Directors.
ROBERTO ALBA, Manager.
J. OSHIMA, Sub-manager.

Private Exchange to all Departments:
Central 7494 and 7495.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum
For 6 months at 4% per annum
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION
Head Office: SHANGHAI.
Branch: 17 & 18 Kiukiang Road.
Capital $5,000,000
Paid-up ..... $ 250,000
Fixed Deposit Capital .. $ 500,000
Domestic Agencies
In principal commercial centres in China.
Foreign Correspondences
In all important places of the world.
General Banking, Business of every description transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Savings Accounts at 5% compound interest.
Special Savings Accounts for Laborers.
ROBERT LEE, General Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSINDCO"
Tel. C. 6401, Manager's Office.
C. 6415, Foreign Dept.
C. 6414, General Office.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars, 4,000,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital .. Silver $1,200,000
Paid up Cap. Gold It. Lire 4,800,000
Reserves Silver $100,000

HEAD OFFICE: Shanghai.
Branches:
Hankow, Peking, Tientsin.
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ltd.
France: Banque Francaise et Italienne pour l'Amerique du Sud, Comptoir National d'Escompte de Paris.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.
Banque Commerciale de Bale.
Banca Unione de Credito
Belgium—Credit General Liegeois
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U. S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: SINITA, SHANGHAI, No. 16 Kiukiang Road.
Tel. Offices. Central 5999 & 5000
Managers (Private Central 5000
C. MARMONT,
CHIN YU SHU,
Central Manager.

Provision Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on July 25, 1922.

Butcher's Meat

Beef	per lb.	15-22
Mutton	"	17-22
Pork	"	25-30
Veal	"	25-32

Fish

Bream	per lb.	none
Cod	"	16-18
Cod	"	14-16
Mandarin	"	40-45
Mackerel	"	20-25
Pomfret	"	18-30
Salmon	"	20-25
Soles	"	15-20
Whitebait	"	25-30

Game, Poultry And Eggs

Deer	each	none
Eggs	per doz.	20-25
Fowl	per lb.	28-30
Geese	each	60-80
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	18-20
Plover	"	none
Quail	"	none
Snipe	"	none
Teal	"	none
Turkey	per lb.	42-45
Woodcock	each	none
Wild Duck	"	none
Duck	"	60-80
Wild Pigeon	"	none

Fruit

Apricots	per lb.	none
Bananas	"	7-8
Chestnuts	"	none
Cherries	"	none
Cocoanuts	each	20-25
Figs	per doz.	none
Grapes	per lb.	none
Grape fruit	each	20-25
Lemons	"	8-10
Lichees	per lb.	none
Mangoes	each	none
Melons	each	3-5
Mangosteens	per doz.	none
Oranges	per doz.	$1.40-$1.
Peaches	"	12-16
Pears	"	10-12
Persimmons	"	none
Peeboes	"	none
Plums	"	12-14
Pumeloes	each	25-30
Pineapples	"	10-15
Strawberries	per lb.	none
Walnuts	per lb.	none

Vegetables

Artichokes	each	6-8
Asparagus	per doz.	20-40
Bamboo Shoots	per lb.	none
Beetroot	per bunch	2-3
Broad Beans	"	4-5
Cabbage	each	6-10
Carrots	per bunch	3-4
Cauliflower	each	none
Celery	per bunch	2-3
Cucumber	per lb.	3-4
Egg plant	per lb.	4-5
French Beans	"	10-12
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	"	2-3
Parsnips	per bunch	5-6
Peas	per lb.	none
Potatoes	per pic.	$2.50-$2.
Radishes	"	none
Spinach	per lb.	4-5
Tomatoes	"	4-5
Turnips	per bunch	none

Grain And Flour

Flour American	50 lbs.	$4.75
Flour Shanghai	per 50 lbs.	$2.
Bran	per 114 lbs.	$3.
Barley	"	$4.
Rice	per 200 lbs.	$13.

Milk

Chinese dairies	per bottle $0.18
Foreign dairies	" $0.23

Fuel

Firewood	per 40 bundles $1.60
Stove Coal	" Tls. 17.5

D. P. W. Jones.

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Close

Stock	Closing Quotations
Banks	
H. K. and S. Bk	$875 B.
Chartered	£18 S.
Russo-Asiatic	Rs. 250
Marine Insurance	
Canton	H.$442 B.
North China	Tls. 188
Union of Canton	H.202 B.
Yangtsze	H.21¼ B.
Far Eastern Ins.	Tls. 21¼
Fire Insurance	
China Fire	H.$115¼ B.
Hongkong Fire	H.$385 B.
Shipping	
Indo-China Def.	H.$265 S.
Indo-China Pref.	H.$85¼ B.
"Shell"	60/-
Shanghai Tug ord	Tls. 64
S'hai Tug Pref.	Tls. 40 B.
Mining	
Kaiping	Tls. 19¼ B.
Oriental Cons	18/-
Raub	H. $1 B.
Docks	
Hongkong Dock	H.$160 Sa.
Shanghai Dock	Tls. 116
New Eng. Works	Tls. 7¾
„ Pref.	Tls. 4.80 B.
Wharves	
Shanghai Wharf	Tls. 152½ B.
Hongkong Wharf	H.142½ Sa.
Lands and Hotels	
S'hai Hotel, Ltd.	$40 B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
A.-French Land	Tls. 92 B.
Shanghai Land	Tls. 90 B.
Cotton Mills	
E-wo (ord.)	Tls. 13¼ B.
E-wo (pref.)	Tls. 105
Laou-kung-mow	Tls. 23
Oriental	Tls. 6 B.
Shanghai Cotton	Tls. 125½ B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	H.$135
Green Island	H.21¼ Sa.
Langkats	Tls. 10
Major Bros.	Tls. 5
S'hai Sumatra	Tls. 80
Stores	
Hall and Holtz	$4 B.
Llewelyn	$42½
Lane Crawford	$93 B.
Moutrie	$45
Watson	H.$10¼ B.
Weeks	$13
Rubbers (local)	
Alma	Tls. 1¼ B.
Amherst	Tls. 0.5 B.
Anglo-Java	Tls. 3.10 B.
Anglo-Dutch	Tls. 0.80 B.
Ayer Tawah	Tls. 11½
Batu Anam 1918	Tls. 0.20 B.
Bute	Tls. 0.20 B.
Bukit Toh Alang	Tls. 1
Chemor United	Tls. 0.32½ B
Chempedak	Tls. 2
Cheng	Tls. 1
Consolidated	Tls. 0.75 B.
Dominion	Tls. 0.80
Gula Kalumpong	Tls. 4⅛
Java Consolidated	Tls. 3½ B.
Kapayang	Tls. 6
Karan	Tls. 3
Kedah	Tls. 1
Kota Bahroe	Tls. 0.60
Kroewoek Java	Tls. 3½ B.
Padang	Tls. 3
Pengkalan Durian	Tls. 1
Permata	Tls. 0.50
Repah	Tls. 0.25
Samagagas	Tls. 0.20 B.
Seekees	Tls. 50 cts.
Semambu	Tls. 0.55 B.
Senawang	Tls. 0.60
S'hai Klebang	Tls. 0.55
Shanghai Malay	Tls. 1
S'hai Malay pref.	Tls. 5
Shanghai Pahang	Tls. 0.55
Sungala	Tls. 25 cts.
Sungei Duri	Tls. 4¼
Sua Manggis	Tls. 1
S'hai Seremban	Tls. 0.40
Taiping	Tls. 0.15
Tanah Merah	Tls. 0.20 B.
Tebong	Tls. 0.80
Ziangbes	Tls. 1.27½ B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 10½
Shanghai Trams.	Tls. 105 B.
Shanghai Gas	Tls. 25 n.
Horse Bazaar	Tls. 45
S'hai Mercury	Tls. 20 B.
S'hai Telephone.	Tls. 74 B.
S'hai Waterworks.	Tls. 137½ B.

S. Sellers, Sa. Sales, B. Buyers,

Benjamin and Potts, 8 Jinkee Rd. Telephone No. Central 398

Stock Exchange

Transactions

Shanghai, July 29, 1922

UNOFFICIAL BUSINESS

Ewo Mills Tls. 13.50 Sept.

The Small Investors' Co.

Shanghai, July 29, 1922

BUSINESS REPORTED

Anglo-French Lands Tls. 92.00

Trams Tls. 105.00

Shanghai Gas Tls. 25.00

Chinese Eng. & Mng. Tls. 20.00

Money Exchange

Shanghai, July 29, 1922

Market 72.125

Native Interest 03

Mexican Dollars

Shanghai Gold Bars 978

Touch 303½

Copper Cash 239.500

Bar Silver 35⅛

Bar London rate

Paris on London 53.83

New York on London... 445

Banks Opening Selling Rates

London

Telegraphic Transfer 3s. 5 9/16d.

Demand ..... 3s. 5 9/16d.

New York

Telegraphic Transfer 77

Demand 77¼

OPENING RATES

July 29, 1922

Bar Silver Spot 35⅛—3/5 11-16

Bar Silver Forward ...35⅛

Mex. Dollars 72.125

Native Interest 03

Hongkong and Shanghai Bank Opening quotations 9:30 a.m.

BANKS' SELLING RATES

London (T.T.) 3/5½

London (T.T.) 3/5 9/16

London 4 m-s 3/6

India (T.T.) 263½

France (T.T.) 930

America (T.T.) 77

Hongkong (T.T.) 76½

Japan (T.T.) 62½

Batavia (T.T.) 202

Straits (T.T.) 67½

BANKS BUYING RATE

London 4 m-s Credits.. 3/8

London 4 m-s Docts .. 3/8⅛

London 6 m-s Credits.. 3/8½

London 6 m-s .....

France 4 m-s 980

America 4 m-s L/c ... 81

Docs 81½

Gold Dollars: Bank Buying Rates

@ 78=Tls. 128.20

@ exch. 72.4=Mex. $177.07

Sovereign Bank Buying Rate

@ 3s. 6¼ d.=Tls. 5.68

@ exch. 72.4=Mex. $7.85

CUSTOM HOUSE EXCHANGE RATES FOR JULY

Hk. Tls. 5.07 @ 3s. 6½d. £1

„ 1.14 @ 78½ Gold $1

„ 1 @ 895½ Fr. 9.98

„ 1 @ — Marks —

„ 1 @ 60⅞ Yen 1.83

„ 1 @ 270½ Rupees 3.01

„ 1 @ 1.50 Mex. $1.50

„ 1 @ — Roubles —

„ 1 @ 15.70 Ital. Lira 17.49

International Banking Corporation

CLOSING COUNTER RATES

Demand selling on America 77

Demand buying on America 78

Demand selling on London 3s. 5½d.

Demand buying on London 3s. 6¼d.

GOLD BAR QUOTATIONS

(Far Eastern Bank)

Time	Quotations	Bars.
Opening:		
9:00	303.00	
9:40	303.70	2940
10:20	304.00	3010
10:50	304.10	1960
11:20	304.40	2030
Closed at:		
11:39	304.10	

ROUBLE EXCHANGE

Bank's Buying Rates

Roubles 330,000 .....Tls. 100.00

Roubles 100 .....Mex. $0.04

LIRA EXCHANGE

Bank's Selling Rates

It. Lire 16.70=1 Tael

Swiss Frs. 4.00=1 Tael

Marks 400.00=1 Tael

Equivalent Foreign Quotations

It. Lire 97.10=1 Pound Sterling

It. Lire 21.80=1 U. S. Dollar

It. Lire 179.85=100 Fr. Francs

Silk Market

In their report on the silk market, Messrs. William Little and Company write as follows:

Our last report was dated July 21.

White Silk.—The market continues quiet with small business doing at current quotations.

Tsatlee New Style.—Common, Tls. 920.

Tussah Filatures.—Best, Tls. 760. av.

Yellow Silk.—Firmer.

Mienyang S. T. 1, 2, Tls. 560 av.

Cables from Japan quote Sinshui, No. 1, Yen 1,900, market dull.

Exchange Fluctuations

Asia Banking Corporation

July 29, 1922

Spot and forward bar silver were each down ⅛d. in London yesterday.

The New York price declined to 69⅝ cents and the London-New York cross rate is unchanged at 445.

Our official rates here today were unchanged from yesterday and the market was easier throughout the day.

At the opening there were sellers of Sterling at 3-5⅜ and of Gold Dollars at 77½.

However, later on in the morning there were good buyers at these rates and in fact a fair amount of business in Sterling was done at 3-5 11-16 and in Gold Dollars at 77⅝.

The market closed with sellers rather than buyers at these quotations.

Quite a large business was done in Yen today at 61 11-16 and 61⅜.

There were sellers at the latter rate at the close.

London and New York silver markets are both reported as dull and featureless.

Share Market

In their weekly report on the share market, Messrs. J. P. Bisset and Company write as follows:

The local share market has shown the same dull tone this week and conditions continue unchanged. The steady demand for Debenture and non-speculative local investment stocks continues and though money is apparently easy local industrial shares are sadly neglected for the time being.

London market quotations show no appreciable changes and the following are the latest prices cabled to us during the past week:

Chinese Eng. & Mng. Co. Ord. "B" £3.8.1½.

Chinese Govt. 5% Reorg. Gold Loan, British Issue £79.0.0.

Chinese Govt. 5% Reorg. Gold Loan, French Issue £72.0.0.

Shanghai Electric Construction Co. "B" £18.7.6. (buyers)

Shell Transport & Trading Co. "B" £4.9.0 (sellers)

P. & O. Banking Corporation £13.8.1½ (buyers).

N.B.—Above prices are middle prices unless otherwise stated.

WU LEAVES LOYANG

(Kuo Wen News Agency)

Peking, July 27.—In spite of denials issued by the Cabinet it is learned from reliable sources that General Wu Pei-fu has left Loyang for Hankow on his way to Kiangsi to rescue that province from the Constitutional forces under General Li Lieh-chun.

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding.

TAELS TEN MILLIONS

HEAD OFFICE

10 Canton Road. Shanghai.

Dr. Peter Kingman, D.D.S.

Dental Surgeon of the College of Dentistry of the University of Southern California, U.S.A.

Will perform all kinds of dental operations on modern scientific principles and supply:

Teeth of superior workmanship in vulcanite, gold and alloy plates, gold crown and bridge work.

All work is guaranteed to entire satisfaction.

Tel. Central 518

40 Szechuen Road, Shanghai.

A STRICTLY FIRST-CLASS HOTEL

SAVOY HOTEL

MODERATE RATES

A SATISFACTORY HOME WITH EXCELLENT SERVICE AND SUPERIOR CUISINE

SPECIAL RATES FOR MONTHLY GUESTS

Fighting Galore, Otherwise China "Can Do," He Says

(Reuter's Service)

London, July 28.—Presiding at the annual meeting of the China Association today, Mr. David Landale said that, except where fighting had been occurring, China had flourished wonderfully. It might be said that municipal government in many of the great cities and local government generally had been good.

A great improvement would result if the people of China could rid themselves of the Military Governors who wasted the country's money on the upkeep of armies for personal aggrandisement and replace them by Civil Governors.

The coming together of the North and South, if it proved permanent, was a great step towards unification and the establishment of a Central Government. The political position appeared much more hopeful than it had in many years.

China was to be congratulated on the Washington Conference decisions. The return of Weihaiwei should result in no hardship for those engaged in trade at that port provided that it was recognised as a Treaty Port and kept open to foreign trade. Mr. Landale thought that many persons who had written on the subject of the education of Chinese in this country had overlooked altogether the work of Hongkong University.

Chinese Women In Political League

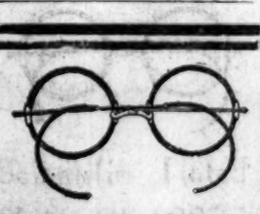
(Chung Mei Service)

Peking, July 27.—The new women of China have thrown their flowery head dresses in the politicring by the formation of a League for Political Participation by Women. Through the activities of some prominent women this association already is a going concern and yesterday gave out its platform as follows:

"We decry the backward position of the women of China during the past several thousand years. Now that Parliament is opening and a constitution about to be drafted, we are going to participate and get a fair deal for women under the new law.

"Therefore, this association has been formed for political participation and it is our hope that all women will join us, so that we may pull together successfully and do honor to ourselves and our country.

"Our temporary offices will be located in Chungkuo Ta Hsueh. Everyone wishing to become a member can call there on the odd days in the week from one to five p.m."



Scientific Tinted SUN GLASSES

in

Various Shades

Moderate Prices

Chinese Optical Co.

Refracting and Manufacturing

P852 Nanking Road

中國精密眼鏡公司

Dr. Stein, Arrested In Rathenau Case, Is Held Guiltless

(Reuter's Service)

Berlin, July 28.—Dr. Stein, the owner of the castle in which the murderers of Dr. Rathenau took refuge and where they shot themselves, has been released.

He was arrested on a charge of complicity in the sheltering of the murderers but denied any knowledge that they were in the castle.

WU HAS RAIL IDEA

(Chung Mei Service)

Peking, July 24.—General Wu Pei-fu in a round about way occasionally helps the railways of the country. He has requested the completion of the Lung Hai Railway to the east so that he may have communication with the coast. As a consequence the Central Government telegraphed the Director General of that line to go on with the work and Mr. Shih Chen-tseng has replied that the work will be commenced quickly.

Britishers Accused Under U. S. Dry Law

(Reuter's Service)

New York, July 28.—It is reported from Savannah that the United States Commissioner has overruled the objections of the British Consul to the arrest of two sailors on the British steamer, Brazilia, on a charge of violating the prohibition law by selling liquor.

The Consul contended that the men were technically on British soil on board a British ship. Both were sent for trial.

YELLOW RIVER HIGH

(Chung Mei Service)

Peking, July 24.—The heavy rains are making difficulties for those in charge of keeping the railways running. Already there have been minor washouts on the Peking-Hankow Railway which have been repaired promptly.

However, there is danger of more serious breaks which will halt traffic. The trouble is near the Yellow River and merely a repetition of former years.

行 業 商 工

Head Office: HONGKONG. Hankow Branch: PANOFF BLDG.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

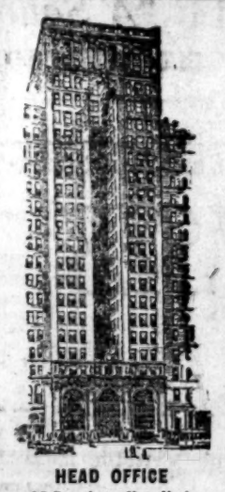
51 KIANGSI ROAD.

Every description of banking transacted. Correspondents in China and abroad.

Telegraphic Address: "KONGSHAN."

Tel Nos. C. 1204 and 5816.

CHU KINHOW, Manager, Shanghai Branch.



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The Only House In Shanghai Devoted Exclusively To Men's Requirements

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Genuine goods and moderate prices.

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Very Low Prices

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Pure Chinese Silk Hosiery with Back seams, Fancy Stripes and Embroidered clox Superior quality. Fast dyes, latest styles.

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Wing On's and **Sincere's**

SOUTHWESTERN LEADER FAVORS FEDERATED PLAN

(Independent News Service)

Hankow, July 24.—General Tang Chi-yao, former Governor of Yun-nan and a recognised leader of China's Southwest, has declared himself in favor of the formation of a federal government for China. With this announcement by Tang Chi-yao, three influential leaders of the independent provinces of the south and the southwest are coming into alignment regarding the unification question in China, the other two being General Chen Chiung-ming, who lords it in Canton and Governor Chao Heng-ti of Hunan, who was the first to advocate the federal union.

A federal organisation, after eleven years of unceasing internecine strife has now become an urgent need for the unification of the country and it is only through a successful carrying out of this principle of government that permanent peace and unification in China can be maintained. With the restoration of the Old Parliament and the reinstatement of President Li Yuan-hung, the southwestern provinces have been looking for a national reunion program, said General Tang Chi-yao.

"Now complications are increasing, and it now is time to stop the ancient practice of Chinese statesmen and politicians to efface the existing facts of the situation. And if the worst is to be averted, we should now have plain talking."

General Tang suggested the convocation of an Inter-Provincial Convention to be attended by delegates from all provinces in south and north China, who shall frame the organic constitution of the land, define the demarcation of authority of the central and the provincial governments, and provide adequate means for a wholesome development of self-government in the provinces.

"This will build up a solid foundation for the development of a permanent and peaceful government in China, and in this lies the only hope of rectifying and improving the present chaotic and backward situation in the country."

Sailed from Shanghai

FOR SAN FRANCISCO
India Arrow ..... June 23
President Lincoln .... June 24
Yankee Arrow ..... June 25
Taiyo Maru ..... June 26
Grace Dollar ..... June 26
Shunko Maru ..... June 30
West O'Rowa ..... June 30
Asama ..... July 2
President Cleveland .. July 8
China ..... July 9
Siberia Maru ..... July 13
Standard Arrow ..... July 14
Levant Arrow ..... July 16
Tenyo Maru ..... July 24
President Wilson ..... July 29

FOR VANCOUVER
Empress of Japan .... July 7
Harold Dollar ..... July 8
Can. Inventor ..... July 13
Empress of Asia ..... July 15
Can. Freighter ..... July 26

FOR SEATTLE
President Madison ... July 3
Shidzuoka Maru ..... July 7
Kongosan Maru ..... July 7
President McKinley .. July 16

FOR TACOMA
Alabama Maru ..... June 21
Arabia Maru ..... July 12
Arizona Maru ..... July 25

FOR PORTLAND
West Keats ..... July 1
Niels Nielsen ..... July 18
Luise Nielsen ..... July 19

FOR NEW YORK
Docka ..... June 21
Bowes Castle ..... June 22
Eastern Knight ..... June 23
Scottsburg ..... July 2
Delagoa Maru ..... July 9
Keelung ..... July 10
Cyclops ..... July 18
Hefferon ..... July 25
Monmouth ..... July 26
Moorish Prince ..... July 27
Eumaeus ..... July 29

FOR LONDON
Achilles ..... June 30
City of Glasgow ..... July 1
Glenfiler ..... July 1
Kashmir ..... July 1
Hakozaki Maru ..... July 3
Atreus ..... July 6
Pyrrhus ..... July 13
City of Cambridge ... July 15
Karmala ..... July 15
Kitano Maru ..... July 17
Elpenor ..... July 19
Calchas ..... July 20
Albionstar ..... July 25
Kashgar ..... July 27

FOR LIVERPOOL
Demodocus ..... July 3
Danfa ..... July 15

FOR HAMBURG
Ouderkerk ..... June 23
Atlas Maru ..... July 16
Oldekerk ..... July 17

FOR COPENHAGEN
Peru ..... July 25

FOR MARSEILLES
Azay le Rideau ..... June 24
Armand Behic ..... July 8
Lt. de la Tour ..... July 14
Chambord ..... July 22
Com. P. Lecocq ..... July 25

FOR TRIESTE
Nippon ..... July 20

FOR BOMBAY
Mirzapore ..... July
Soudan ..... July 18

FOR CALCUTTA
Janus ..... June 29
Gregarlie ..... July 16
Japan ..... July 17

FOR BATAVIA
Eurypylus ..... June

Vessels Due

Andre Lebon, *Kobe*	Aug.	3
Bengloe, *London*	Aug.	2
Chusan, *Antung*	Aug.	3
Chikugo Maru, *Japan*	Aug.	1
Chosen Maru, *Calcutta*	Aug.	3
Chungking, *Hankow*	Aug.	3
Devanha, *London*	Aug.	3
E. of Canada, *Hongkong*	July.	30
Esang, *Hankow*	Aug.	4
Fengtien, *Tientsin*	Aug.	6
Gharinda, *Rangoon*	Aug.	7
Gondia, *Rangoon*	Aug.	4
Hakuai Maru, *Japan*	July.	30
Hsin Kiangteen, *Pootoo*	Aug.	1
Hsin Ningshao, *Pootoo*	July.	31
Hsin Peking, *Ningpo*	July.	30
Hsinwha, *Tientsin*	Aug.	1
Hsinkong, *Tientsin*	July.	31
Hunan, *Hankow*	Aug.	6
Kaga Maru, *Seattle*	Aug.	2
Kanchow, *Tsingtao*	Aug.	6
Kiangshun, *Hankow*	Aug.	1
Kiangteen, *Hankow*	Aug.	6
Kianghsin, *Hankow*	Aug.	7
Kiangfoo, *Hankow*	Aug.	7
Kiangyu, *Hankow*	July.	30
Kiangyung, *Hankow*	July.	31
Kiangan, *Hankow*	July.	31
Koonshing, *Tientsin*	July.	31
Korea Maru, *Hongkong*	Aug.	3
Kungwo, *Hankow*	Aug.	1
Kumano Maru, *Japan*	Aug.	2
Kutwo, *Hankow*	Aug.	2
Kwangtah, *Hongkong*	Aug.	1
Liangchow, *Tsingtao*	July.	30
Luenho, *Hankow*	July.	30
Poyang, *Hankow*	Aug.	5
Sakaki Maru, *Dairen*	July.	31
Shinyo Maru, *S. Francisco*	July.	31
Shengking, *Hankow*	July.	30
Soochow, *Hongkong*	July.	31
Shuntien, *Tientsin*	Aug.	2
Suiwo, *Hankow*	Aug.	5
Szechuen, *Hongkong*	Aug.	2
Suiyang, *Hongkong*	Aug.	7
Senning, *Tsingtao*	Aug.	3
Tatung, *Hankow*	Aug.	2
Tuckwo, *Hankow*	Aug.	3
Tungchow, *Tientsin*	July.	30
Whangpu, *Hankow*	July.	31
Woosung, *Hankow*	Aug.	4
Wosang, *Hankow*	Aug.	6
Wuchang, *Hankow*	Aug.	7
Yawata Maru, *Japan*	Aug.	6
Yingchow, *Hongkong*	Aug.	5
Yungshin, *Ningpo*	Aug.	1

THIS WEEK—SOME WONDERFUL PICTURES AT THE

St. GEORGE GARDENS

217 Bubbling Well Road—Open Air Cinema Show

Monday, Tuesday and Wednesday, July 31st, August 1st and 2nd

A JOYOUS COMEDY OF YOUTH, ADVENTURE, ROMANCE AND DARING!

"A KISS IN TIME"

with

WANDA HAWLEY

The story of a girl who was a doubter about romance, and a man who made her believe.

ALSO HOWING

Secretary DENBY of the U.S.N. visits Shanghai

Thursday, Friday Saturday and Sunday August 3rd, 4th, 5th and 6th

Oh Boy—BEBE DANIELS

IS GOING TO BE IN TOWN TOO! BET YOUR BOOTS YOU'LL SEE HER IN

"TWO WEEKS WITH PAY"

A breezy comedy of a salesgirl's vacation, a case of mistaken identity, a thrilling rescue and a delightful romance.

TO-NIGHT at 9:15 p.m.

Harold Lloyd IN *"A Sailor-Made Man"*

VICTORIA THEATRE

On Sunday, July 30th

CECIL B. DEMILLE Presents

GLORIA SWANSON

IN A SPECIAL FEATURE

ENTITLED

"WHY CHANGE YOUR WIFE?"

FEATURING

Gloria Swanson
Thomas Meighan
Bebe Daniels

AND AN ALL STAR CAST. THE LAST WORD IN TWENTIETH CENTURY SPLENDOR—PLUS—A HEART STORY AS ETERNAL AS TIME ITSELF

Luxury! Love! Life!

THOMAS MEIGHAN and GLORIA SWANSON in a scene from CECIL B. DeMILLE'S PRODUCTION, "WHY CHANGE YOUR WIFE?" A PARAMOUNT ARTCRAFT PICTURE

BOOKING at MOUTRIE'S. ADMISSION $1.00 and $1.50

Matinee Today at 3.15 p.m. Showing

"WHY CHANGE YOUR WIFE"

and Two New Episodes of THE ADVENTURES of TARZAN Featuring ELMO LINCOLN

SPECIAL ATTRACTION AT THE

ISIS THEATRE

Commencing Monday at 9.15 p.m.
Matinees at 5.30 p.m.

ENGAGEMENT EXTRAORDINARY

WILLIAMS VAUDEVILLE COMPANY

The Versatile Entertainers and Speed Maniacs, Direct from New York City

MISS SELMA
The Living Statue

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The Wonder in the Air

A PERFECT MODEL

DELIGHTFUL

AN ALL AMERICAN SHOW

See Miss Williams' Gown
A Treat for Everybodey

AN ALL AMERICAN SHOW

MISS CORA WILLIAMS
Dental Acrobat

Prof. TREVOR and his DOGS
in
"DEMPSEY vs CARPENTIER"

Troupe Traps

THE MOST PLEASING DISPLAY

ALL SPECIAL SCENERY AND UP—TO—DATE WARDROBES

SPECIAL PICTURES

Admission Prices
Dress Circle $1.00, Stall 60 cts. Box Seat $1.50

Matinee Prices
Dress Circle 60 cts. Stall 40 cts. Box Seat $1.00

TONIGHT AT THE ISIS THEATRE

"THE UNPARDONABLE SIN"

8 PARTS SPECIAL DRAMA WITH BLANCHE SWEET

Forbes Says Filipinos Must Wait For Freedom

(Chung Mei Service)

Peking, July 25.—W. Cameron Forbes, former Governor General of the Philippine Islands soon after his return to America addressed the City Club in Boston. As a result of his investigations with the Woods-Forbes Mission, he outlined as his idea of self government for the Islands the following:

"The Philippine people frankly want independence, and they are frankly not ready for it right now. The good government which we gave them was turned over to them by the Democrats practically entirely. They put Filipinos in all the higher positions except the two required by law to be held by Americans. The efficiency has gone way off, and the costs have gone up. That must be expected.

"I do not say this in a spirit of criticism of the Filipino. He was not trained for it. He had not had time to learn to do these things. He was put in prematurely in a great many instances. But the Democrats argue that the way to learn to swim is to get into deep water and have to swim, and the way to learn to govern is to govern. It is a good argument. There is a great deal in support of it, and they have tried it out with the Filipinos.

"Now, it is too early to say whether the Filipinos are going to find themselves and put in efficiency and learn by their mistakes or not, but our recommendation, and I think the policy of the United States, is going to be to keep on letting them try, not to take these things away from them, not to put back a lot of Americans there, but to say to the Filipinos:

"'We believe in you, we have confidence that you can learn to do these things right, and we will help.'

"So that the policy which I recommend is confidence in the Filipino, and a sympathetic effort to help him to put his house in order, and trust in him, in large measure to do it, just carrying the thing out by inspection, by advice, by training and by assistance, but to let even the training itself, or most of it, be done by Filipinos."

Speaking of China's relation to the Philippines and through them to America itself, Mr. Forbes said, "The Philippine Islands are a depot at the gates of China. The people of China are one-third of the population of the world, and in point of view of thrift, industry and dexterity, they are the best third. They are the finest laborers in the world, and China is just beginning to move and murmur and stretch and awaken, and once that four hundred millions of people come into their own, when they get government, finance, transportation, education, manufactures, and capital, they are going to be one of the greatest producing, probably the greatest producing country in the world."

North Borneo Co. Wins Suppression Of Objectionable Book

(Reuter's Service)

London, July 28.—An agreement has been reached in the British North Borneo Company's action against the American publishers, Messrs Charles Scribner & Sons, on account of alleged libels in a book recently published by the defendants.

Messrs Scribner made an unreserved apology and agreed to an injunction against further circulation of the volume.

This agreement resulted from the publication of the alleged manner in which the Borneo company was reputed to take most of its revenue from sale or opium and renting of gambling privileges. It will be a matter of congratulations, no doubt, that the company, which has many reputable men as directors, is freed from this stain put upon it by the book.

Wu Pei-fu In Plea For More Schools

(Independent News Service)

Hankow, July 25.—Education of Chinese youths should by no means be neglected by the Chinese government even though China is undergoing the most distressing time in her history, declared General Wu Pei-fu, who pointed out that the meagre appropriation for the educational cause should not be allowed to be misappropriated to military expenditures. Chinese students abroad will soon have to be without means to continue their education in foreign countries, just because their home government fails to see their subsidy properly administered to them, and to General Wu Pei-fu this is an awful thing which may tend to shake the foundation of the country.

The fund for educating students abroad is such a small sum in proportion to the importance of training more Chinese along modern lines, and should be maintained at whatever cost. General Wu Pei-fu urges the government and militarists to see that appropriations for students abroad are spent for the worthy purpose to which they are assigned.

U. S. Trade Experts Are Touring World

(Chung Mei Service)

Peking, July 25.—The American Department of Commerce is sending a trade promotion party around the world. Mr. C. H. Huston, Assistant Secretary of Commerce is in charge of the party, which is made up of scientists and technical men. They are travelling on the Coast Guard Cutter Mojave and the first stop will be at Manila.

After that visits will be made to the various American, Russian and Japanese seal bearing islands in the Pacific waters. A small group of the original party headed by Mr. Huston will then start on a world wide tour in the interest of American foreign trade. In China visits will be made to Shanghai, Tientsin, Peking, Chefoo, Canton and Hongkong.

The party should be in Tientsin about August 23rd according to advices received by the Foreign Office from the American Legation. The China trip will be followed by visits to the Straits Settlements, India, Aden, and all of the European countries.

SHIPS IDLE

(Reuter's Service)

Berlin, July 28.—The German shipping strike has extended to the engineers and 300 ships are idle.

Empire Theatre

81, AVENUE JOFFRE

TONIGHT! TONIGHT!

THE WORLD'S FOREMOST FILM FAVORITE

MARY PICKFORD

IN A POWERFUL DRAMA OF SMILES AND TEARS

"THE FOUNDLING"

And the 3rd & 4th Episodes of THE ADVENTURES of TARZAN

Featuring ELMO LINCOLN

Two Performances Nightly 7.15 & 9.15

Matinee Every Saturday & Sunday at 3.15

To Theatre Proprietors and Film Exhibitors

Notice is hereby given that the undersigned have acquired the sole rights in China for the motion picture known as "The Four Horsemen of the Apocalypse" and that any other print offered for exhibition is unauthorised.

CHINA THEATRES, LTD.

Tientsin, July 21st, 1922.

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AT THE

APOLLO THEATRE

MONDA Yand TUESDAY JULY 31st and AUGUST 1st.

For Two Nights — A Universal Special ATTRACTION — For Two Nights

EDITH ROBERTS

A Charming Actress supported by an all star cast of prominent photoplayers

IN

"LURING LIPS"

Story by JOHN A. MOROSCO

Wealth and Social position were the coveted treasures of her life. Her husband was in prison. There was another man. Was it possible to sacrifice her marriage vows and gain happiness? You'll understand when you see the picture It's a drama full of action, love and adventures.

BOOKING AT ROBINSON

APOLLO THEATRE

COMMECING WEDNESDAY AUGUST 2nd.

A MIDSUMMER SPECIAL ATTRACTION!

THE LAUGH SENSATION OF 1922!

THE COLOSSUS OF COMEDY

HAROLD LLOYD

in

THE MOST PRETENTIOUS COMEDY EVER MADE

"A SAILOR-MADE MAN"

4 FOUR REELS—ALL PEALS 4

SEE The Magnificent Palace of the Rajah with its beautiful dancing girls, and its wonderful art treasures.

SEE Kaipura-Bhandanna! A fascinating oriental city its streets swarming with picturesque natives.

SEE Its bazaars and its streets fakirs.

SEE The millionaire's yacht, with its gay party that is cruising around the world.

SEE The Superb-Dreadnought of fun with no Limitation on Laughter.

COMMANDED BY

HAROLD LLOYD

THE GRAND GOB OF JOY.

SEE

"A SAILOR-MADE MAN"

There is a laugh for your Life

BOOKING AT ROBINSON.

Matinee TO-DAY at 3 p.m.

MAY McAVOY and BRUCE GORDON

in

"FORBIDDEN VALLEY"

6 A six part powerful human interest story that will make you cry and laugh 6

"Snub" Pollard in "THE BOW WOWS"

TONIGHT at 9.15 p.m.

WANDA HAWLEY

in

"HER FIRST ELOPTMENT"

A Delicious-Out-of-Doors Story

ISIS THEATRE

Absolutely the Coolest Theatre in Town

Monday, Tuesday & Wednesday at 9:15 & Matinees at 5:30

ENGAGEMENT EXTRAORDINARY

Williams Vaudeville

Company

The Versatile Entertainers and Speed Maniacs, Direct from New York.

Statue Posing, Dental Acrolats, Etc.

Charles Hutchison in "Hurricane Hutch"

Showing the first two episodes. A mile-a-minute serial. Remarkable for dare-devil risks, seething surprises, heart stopping thrills. And the Final Episode of "MIRACLES OF THE JUNGLE"

Admission Prices: Dress Circle $1.00. Stall 60 cts. Box Seat $1.50

Thursday August 3rd, Friday, Saturday and Sunday

When You See—

VIOLA DANA

As FLOSSIE GOLDEN in

BLACKMAIL

You'll see the most adorable little crook that ever guessed the ringside weight of a bankroll.

A STORY OF INTENSE HIGH LIGHTS AND DEEP SHADOWS—AND OF A GIRL WHOM CUPID TURNED STRAIGHT.

A picture that will grip your heart as surely as Flossie herself ensnared the unwary bank-account.

Also

Williams Vaudeville Company

Admission Prices: Dress Circle $1.00. Stall 60 cts. Box Seat $1.50

Tonight at 9:15 p.m. and Matinee at 5:30 p.m.

BLANCHE SWEET in

"THE UNPARDONABLE SIN"

8 PARTS — An astounding story of love and sacrifice. — PARTS 8

Matinee at 3 p.m. Today

KITTY GORDON in "THE SCAR"

"MIRACLES of the JUNGLE" Episodes 13th and 14th

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. KIANGFOO, Capt. Sorensen, will leave on Sunday, July 30, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The Indo-China S.N. Co.'s LOONGWO, 3,925 tons, Capt. Holmwood, will sail for the above-mentioned ports from Hunt's Wharf on Monday, July 31, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Cen. 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Str. KIANGWAH, Capt. MacArthur, will leave on Monday, July 31, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. SUENHO, 2,868 Tons, Captain Woodget, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, August 1, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUNGWO 4,635 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, August 2, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s s.s. KUTWO, 2,664 Tons, Captain C. Pistie, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, August 3, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. TUCKWO, 3,770 Tons, Capt. Findeison, will sail for the above-mentioned ports from Hunt's Wharf on Friday, August 4, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KWANG, 1,782 Tons, Captain Williams, will sail for the above-mentioned ports from Hunt's Wharf on Saturday, August 5, at midnight. For Freight, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extension to Freight Department.

For Southern Ports

KEELUNG & TAKAO VIA FOOCHOW.—The O.S.K.'s Cargo and Passenger Steamer KOHOKU MARU, 5,000 Tons, Captain N. Akazawa, will be despatched from the O.S.K. Y'poo Wharf on Sunday July 30, at ——— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2, Canton Road, 'Phone C. 4234.

FOOCHOW.—The Steamer HSINCHI, Captain Davis, will leave on Sunday morning, July 30. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG VIA MANILA.—The s.s. SHINYO MARU, 22,000 Tons, Captain M. Jin, will be despatched on Monday, July 31, at 3:30 p.m. Tender conveying passengers and mails will leave Customs jetty at 3:30 p.m. For passage apply to TOYO KISEN KAISHA, No. 71 Szechuen Road, Tel. No. 3229-3230.

SWATOW & AMOY.—The Str. KAHO, Captain Kornfell, will leave on Tuesday morning, Aug. 1. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The Steamer HSIN KIANGTEEN, Capt. Philip, will leave on Tuesday, August 1, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

NINGPO & POUTOO.—The Str. HSIN KIANGTEEN, Capt. Taylor, will leave on Saturday, August 5, at 5:00 p.m. For Freight or Passage, apply to C.M.S.N. Co.

For Northern Ports

TIENTSIN & DIRECT.—The Str. HSINCHANG, Captain Newburgh will leave on Sunday morning July 30, For Freight or Passage, apply to C.M.S.N. Co.

TIENTSIN Direct.—The Kailan Mining Administration, will despatch the s.s. KWANGPING, on July 30. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. C. 317.

CHEFOO & TIENTSIN.—The Str. YUSHUN, Capt. Evenson, will leave on Tuesday morning, August 1. For Freight or Passage, apply to C.M.S.N. Co.

CHINWANGTAO Direct.—The Kailan Mining Administration, will despatch the s.s. **Kaiping**, on August 4, 1922. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. C. 317.

TSINGTAU, TIENTSIN AND DAIREN.—The O.S.K.'s Cargo & Passenger steamer FUKUKEN MARU, 5,000 Tons, Captain H. Egusa, will be despatched from the O.S.K. Yangtszepoo Wharf on Friday, August 4, at ——— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road. 'Phone C. 4234.

VLADIVOSTOK DIRECT.—The Mail and Passenger Twin Screw Str. LORESTAN, Capt. Tyree, British Flag, cargo capacity 2,600 tons, equipped with accommodation for 30 First-Class and 30 Second-Class Passengers, wireless telegraph, etc., Owners H. M. H. Nemazee, Hongkong, will be despatched from Shanghai on or about Wednesday Aug. 16, The tender conveying mail and passengers will leave the French Mail Jetty at 2:30 p.m. on sailing date. For Freight or Passage, apply to L. Y. LANG, Agents, No. 8 French Bund. (Telephone Nos. Central 3059 and 3060).

For Japan Ports

MOJI AND KOBE.—The O. S. K.'s Cargo steamer CHOSEN MARU, 6,000 tons, Capt. K. Mori, will be despatched from the O.S.K. Yangtszepoo Wharf on Friday, August 4, at ——— For Freight apply to THE OSAKA SHOSEN KAISHA, No. 2, Canton Road, 'Phone C. 4234.

The Foreign Ports

VANCOUVER, B. C., via KOBE, YOKOHAMA AND VICTORIA, B. C.—The Canadian Pacific Steamships, Limited, s.s. EMPRESS OF CANADA will leave Woosung on Sunday, July 30. The tender will leave the Customs Jetty with Passengers and Hand Baggage only at 5:30 p.m. the same day. For Passage, apply to A. H. TESSIER, Palace Hotel Building, 19a Bund, Phone C. 182. For Freight, apply to N. LEES SMITH, corner of Peking and Yuen Ming Yuen Roads, Phone C. 181.

LONDON, HAMBURG, ROTTERDAM & ANTWERP VIA HONGKONG, SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.—The O. S. K.'s Cargo Steamer ARGUN MARU, 15,000 Tons, Captain Y. Miura, will be despatched from the O. S. K. Buoys on Sunday, August 6, at ——— For Freight apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road. 'Phone C. 4234.

Meteorological Reports

July 30, 1922.	SICCAWEI July 28.		July 29	
Sun rises today at 5.17	16.00	21.00	4.00	9.00
Sun sets today at 18.56	(120 EGC)		(120 EGC)	
(inches	29.72	29.74	29.74	29.76
Barometer (variation for 24 hrs.	0.00	−0.04	0.00	−0.20
at 32° F. (variation for 12 hrs.	−0.02	−0.04	†0.02	†0.02
Wind—direction	SSE	SSE	SSE	SSE
Wind—miles per hour	17.4	20.5	16.2	21.7
Temperature (Fahr.)	93°4	82°4	79°6	8786
Humidity %	60	82	90	68
Nebulosity (0 to 10)	2	6	2	1
Barometer (mean 4 obs.)	—	—	—	—

SICCAWEI ABRIDGED REPORT

July 28.	Mean 1922	24 hrs. Previous Variation	average same period
Rainfall (inches)	29.74	−0.01	29.68
Temperature (Max. 79°4)			
(Fahr.) (Min. 95°0)	87°2	†0°6	82°1
Total rainfall, since Jan. 1 to midnight before last (inches)	26.06	0.00	28.39

Shipping Items

YANGTSZE PORTS

The C.M. s.s. Kiangyu left Hankow on Thursday and is due in Shanghai this morning.

The I-C. s.s. Luenho left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Shengking left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangyung left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Whangpu left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangshun left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Kungwo left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Kutwo will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s Tatung will leave Hankow today and is due in Shanghai on Wednesday.

The I-C. s.s. Tuckwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Chungking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangteen will leave Hankow on Tuesday and is due in Shanghai on Friday.

The I-C. s.s. Esang will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Woosung will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.N. s.s. Foochow left Hongkong on Thursday and is due in Shanghai tomorrow.

The C.N. s.s. Szechuen left Hongkong yesterday and is due in Shanghai by way of Amoy on Wednesday.

The C.M. s.s. Kwangtah left Hongkong on Friday and is due in Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

NORTHERN PORTS

The C.N. s.s. Tungchow left Tientsin on Thursday and is due in Shanghai by way of Chefoo and Weihaiwei today.

The I-C. s.s. Waishing is due in Shanghai from Tsingtao this afternoon.

The I-C. s.s. Koonshing is due in Shanghai from Tientsin, Chefoo and Weihaiwei tomorrow.

The C.M. s.s. Hsinwah left Tientsin yesterday and is due in Shanghai on Tuesday.

The C.N. s.s. Shuntien will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The C.M. s.s. Hsinkong left Tientsin on Friday and is due in Shanghai by way of Chefoo tomorrow.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen and Tsingtao tomorrow morning and will sail for same ports at 5 o'clock Tuesday evening. The tender with outgoing passengers will leave the Customs Jetty at 5 o'clock.

The C.N. s.s. Sunning will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

The C.M. s.s. Kungping left Chefoo for Newchwang on Friday.

JAPAN PORTS

The N.Y.K. s.s. Hakuai Maru left Moji for Shanghai on Friday and is to dock at the N.Y.K. Wharf today.

The Blue Funnel s.s. Diomed left Kobe for Yokohama, Tsingtao and Shanghai on Thursday.

INDIAN LINES

The B.I. s.s. Takada left Calcutta on Wednesday, July 26, and is due in Shanghai by way of Rangoon, Straits and Hongkong about August 19.

The B.I. s.s. Gregory Apcar left Calcutta for Rangoon, Straits, Hongkong and Shanghai on Monday, July 17 and is due here about August 9.

The B.I. s.s. Gharinda left Rangoon on Wednesday morning, July 19, and is due in Shanghai about August 7.

The B.I. s.s. Gondia left Rangoon on Thursday morning, July 20 and is due in Shanghai about August 6.

The O.S.K. s.s. Choseu Maru, from Calcutta, left Singapore on Saturday, July 22, and is due in Shanghai on August 3. The steamer will sail for Moji and Kobe on August 4.

The P. & O. s.s. Sicilia, from Bombay on June 17, is due to arrive at Hongkong next Thursday morning.

EUROPEAN LINES

The Blue Funnel s.s. Rhesus, from Liverpool, left Port Said for Shanghai direct at daylight Thursday, July 13 and is due here on August 8.

The P. & O. s.s. Kalyan was scheduled to sail from London on July 21 and is expected to arrive in Shanghai on Sept. 1.

The Ben Line s.s. Bengloe, from London and ports, left Singapore on Thursday, July 20 and is expected to arrive in Shanghai on Wednesday.

The M.M. s.s. Andre Lebon will sail from Shanghai for Marseilles and ports on Saturday, August 5, at 9:30 a.m. Passengers may embark at the S.M.R. Whangpoo wharf from 8 o'clock Saturday morning and heavy baggage should be delivered to the Company's Office before Friday noon, August 4.

The N.D. Westfalen is expected to leave Bremen for Shanghai and ports at the beginning of August.

The P. & O. s.s. Novara, from London on July 6, is expected to leave Colombo for Singapore, Hongkong and Shanghai tomorrow morning.

The Glen Line m.v. Glenogle is due to sail from London for Shanghai on August 12.

The Blue Funnel s.s. Theseus, from United Kingdom, left Singapore for Hongkong and Shanghai on Wednesday, July 26.

The P. & O. s.s. Devanha from London on June 23, is due to arrive at Hongkong next Tuesday morning.

The M.M. s.s. Cordilliere, with the French mails of June 30, will leave Saigon today and is expected to arrive in Shanghai on August 8.

AMERICAN LINES

The Adl. Line s.s. President Jefferson sailed from Seattle on Saturday, July 22, and is expected to arrive in Shanghai by way of Yokohama and Kobe on August 8.

The P.M. s.s. President Lincoln sailed from San Francisco on July 22 and is due in Shanghai by way of Honolulu, Yokohama and Kobe on August 11.

The Adl. Line s.s. Satsuma left Norfolk for Yokohama on July 24.

The Dollar s.s. Grace Dollar is due to leave Puget Sound for Oriental ports on August 12.

The C.P.S. s.s. Empress of Canada left Hongkong Friday afternoon and is due off Woosung at 2:30 o'clock this afternoon. The tender with incoming passengers is expected to reached the Customs jetty about 5 o'clock. The liner will sail for Vancouver tonight and is due there on August 14. The tender with outgoing passengers and hand baggage only, will leave the Customs jetty at 5:30 o'clock this afternoon.

The Dollar s.s. Esther Dollar is due to arrive in Shanghai from America and Japan ports on August 8.

The China Mail s.s. Nanking arrived in Shanghai from San Francisco, Honolulu and Japan ports yesterday afternoon and is docked at the China Merchants' Lower Wharf. The steamer will sail for Hongkong direct tomorrow morning.

The P.M. s.s. President Wilson sailed from Shanghai late yesterday and is due to arrive in San Francisco by way of Kobe, Yokohama and Honolulu on August 17.

The Adl. Line s.s. President Jackson arrived in Shanghai from Hongkong yesterday afternoon and is docked at the China Merchants' Central Wharf. The liner will sail for Seattle at 2 o'clock this afternoon and is due to arrive there by way of Kobe and Yokohama on August 15.

The T.K.K. s.s. Shinyo Maru is due in Shanghai from San Francisco, Honolulu and Japan ports this afternoon and the tender with incoming passengers is expected to reach the Customs jetty about 7:30 o'clock. The steamer will sail for Manila and Hongkong tomorrow and the tender with outgoing passengers will leave the jetty at 3:30 o'clock tomorrow afternoon.

The Adl. Line s.s. Pomona left Amoy for Swatow on Thursday.

The Adl. Line s.s. Edmore left Cebu for Kobe on Wednesday.

Hotel Arrivals

PALACE HOTEL

Mr. R. E. Smith
Mr. R. M. Preston
Mr. Edwin R. Embree
Mr. Henry S. Haughton
Mr. & Mrs. J. M. Dick
Mr. R. L. Moore
Mr. M. Welsh
Miss Priscilla Dyer
Miss Elsie Wrede

KALEE HOTEL

Mr. J. G. Jensen
Mr. C. C. Buhler

ASTOR HOUSE HOTEL

Dr. A. E. Neely
Mrs. C. O. Scott
Mr. M. L. Scott
Mr. G. Chosey
Mr. A. J. Francis
Mr. E. L. Richards
Mr. R. M. Bevlie
Mr. C. R. Morse
Mr. C. H. Shields
Dr. C. Holden
Mr. G. F. Parker
Mr. & Mrs. S. K. Cohen
Mr. M. Felchman
Dr. C. F. Schmidt
Mr. F. H. Davies
Mr. & Mrs. McCarther
Mr. V. F. Cloag

THE ROBERT DOLLAR CO.

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SHANGHAI TO AMERICA

SAILINGS FOR SAN FRANCISCO, SEATTLE AND VANCOUVER

S.S. "BESSIE DOLLAR" end of August

SAILINGS FOR NEW YORK via HONGKONG, MANILA SINGAPORE AND CALCUTTA

S.S. "ESTHER DOLLAR" about August 11

Cargo accepted for local ports of call. Through Bills of Lading issued to Points Beyond. Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada. For further information as to freight Rates, etc. apply to

THE ROBERT DOLLAR CO.

ROBERT DOLLAR BUILDING.
3 Canton Road, Telephone Central Nos. 6373, 6373 and 6374

CANADIAN PACIFIC STEAMSHIPS LIMITED

EMPRESS OF CANADA sails for Vancouver Sunday, July 30. Tender with outgoing passengers and hand baggage only leaves Customs Jetty 5:30 p.m. All heavy baggage to be delivered to Company's godown before noon on Saturday.

Largest Steamers on the Pacific
LARGEST STEAMERS BETWEEN CANADA AND EUROPE.

Steamer	Leave S'hai	Arrive Vanc'r	Connecting with	Leave Quebec	Arrive S'hampton C'bourg
E. Canada	July 30	Aug. 14	E. Scotland	Aug. 22	Aug. 29
E. Russia	Aug. 12	Aug. 28	E. France	Sept. 5	Sept. 12
E. Australia	Aug. 26	Sept. 11	E. Scotland	Sept. 19	Sept. 26
E. Asia	Sept. 9	Sept. 25	E. France	Oct. 3	Oct. 10
E. Canada	Sept. 23	Oct. 9	E. Scotland	Oct. 17	Oct. 24

FORTNIGHTLY SAILINGS THEREAFTER, WITH SAME CONNECTIONS THROUGH TO EUROPE.
E. France and E. Scotland arrive Hamburg two days later than Southampton.

TO HONGKONG VIA MANILA

Empress of Australia	Aug. 13
Empress of Asia	Aug. 26
Empress of Canada	Sept. 9
Empress of Russia	Sept. 23
Empress of Australia	Oct. 8

FORTNIGHTLY SAILINGS THEREAFTER

Dominion Express Travellers Checks Sold.

Freight Department: Corner Peking and Yuen Ming Yuen Roads. Telephone Central 181. Cable Address. "NAUTILUS"

Passenger Department: Palace Hotel Building 19 The Bund. Telephon Central 181. Cable Address. "GACANPAC"

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

FREIGHT & PASSENGER
TRANS-PACIFIC SERVICE.
"The Short Route"
16 DAYS SHANGHAI TO SEATTLE
Via Kobe, Yokohama and Victoria

	Leave Shanghai	Arrive Seattle
"PRESIDENT JACKSON" (X-Silver State, Capt. Griffith)	July 30	Aug. 15
"PRESIDENT GRANT" (X-Pine Tree State, Capt. Jensen)	Aug. 13	Aug. 29.
"PRESIDENT JEFFERSON" (X-Wenatchee, Capt. Nichols)	Aug. 27	Sept. 12
"PRESIDENT MADISON" (X-Bay State, Capt Quinn)	Sept. 10	Sept. 26
"PRESIDENT McKINLEY" (X-Keystone State, Capt. Januar y)	Sept. 24	Oct. 10

FREIGHT AND PASSENGER SERVICE TO HONGKONG AND MANILA

	Leave Shanghai
"PRESIDENT JEFFERSON"	Aug. 10
"PRESIDENT MADISON"	Aug. 24
"PRESIDENT MCKINLEY"	Sept. 7
"PRESIDENT JACKSON"	Sept. 21
"PRESIDENT GRANT"	Oct. 5

Through Bills of Lading to all United States and Canadian overland points; also via Panama Canal Lines to Atlantic Ports. THE ADMIRAL LINE
Managing Agents U. S. Shipping Board.
CORNER NANKING AND KIANGSE ROADS.
Tel. C. 5971-5972-5973. Tel. Address "Admiraline"

ANYWHERE ON THE PACIFIC

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

PACIFIC MAIL S.S.CO

"SUNSHINE BELT"
TRANS-PACIFIC SERVICE
PASSENGER AND FREIGHT,
FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU.
S.S. PRESIDENT WILSON ex-EMPIRE STATE ..... July 29
S.S. PRESIDENT LINCOLN ex-HOOSIER STATE .... Aug. 26
S.S. PRESIDENT CLEVELAND ex-GOLDEN STATE Sept. 16
FOR HONGKONG via MANILA.
S.S. PRESIDENT LINCOLN ex-HOOSIER STATE .... Aug. 12
S.S. PRESIDENT CLEVELAND ex-GOLDEN STATE .. Sept 8
S.S. PRESIDENT WILSON ex-EMPIRE STATE ... Sept. 24
FOR NEW YORK via PANAMA
VIA GALVESTON, NEW ORLEANS & CUBA
S.S. "HEFFRON" ..... July 29
LOADING HANKOW JULY 22

Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
Managing Agents U. S. Shipping Board
1 B. Nanking Road
Palace Hotel Building, Telephones: C. 5056 and 5057,
Cable Address: SOLANO.

T. K. K.
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.
ALONG THE PATHWAY OF THE SUN.
PROPOSED SAILINGS FROM SHANGHAI
FOR SAN FRANCISCO

S.S. "KOREA MARU" ..via Nagasaki	Aug. 3
S.S. "SHINYO MARU" via Nagasaki	Aug. 18
S.S. "TAIYO MARU" via Nagasaki	Sept. 13
S.S. "SIBERIA MARU" via Dairen	Sept. 26

FOR HONGKONG

S.S. "SHINYO MARU" via Manila	July 31
S.S. "TAIYO MARU" via Manila	Aug. 24
S.S. "SIBERIA MARU" direct	Sept. 12
S.S. "KOREA MARU" via Manila	Oct. 2

Through Bills of Lading issued to all Principal Overland Points in United States, Canada and Mexico by rail; and to Atlantic Coast Ports of the United States by connecting steamers, of Panama; also for South America.
Regular sailings from Hongkong and Yokohama, via Hawaii, for West Coast Ports of South America.
Excellent passenger accommodation on all steamers. Ticket issued under liberal privileges.
For information regarding Passenger Fares, Freight Rates etc., apply to
S. KINNO, Acting Manager,
Tel. Nos. Central 3229 and 3230. No. 71 Szechuen Road, Shanghai.

STRUTHERS & BARRY
MANAGING AGENTS U. S. SHIPPING BOARD
For San Francisco And Los Angeles via Japan Ports:
S.S. "WEST FARALON" July 29th
For San Francisco Direct:
U.S.S.B. TANKER "HAMER" Aug. 30th
Available for bulk oil shipment. Calling at Los Angeles if inducement offers.
From San Francisco And Los Angeles via Japan Ports:
S.S. "BEARPORT" Aug. 5th
S.S. "DEWEY" Aug. 28th
For Hongkong, Philippine Islands, Saigon, Singapore And Java Ports:
S.S. "BEARPORT" Aug. 9th
S.S. "DEWEY" Aug. 31st
L. EVERETT, GENERAL AGENT, Japan, China, Philippine Islands, Indo China, Straits, Java
SHANGHAI OFFICE, No. 5 Jinkee Road, TEL: C 5017,
TELEGRAMS-"DIXSTRUTH"

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
SAILINGS FROM SHANGHAI
(Subject to change)
FOR SAN FRANCISCO via JAPAN and HONOLULU
S.S. "NANKING" ..... Aug. 13 Oct. 23
S.S. "CHINA" ..... Sept. 19 Nov. 30
FOR HONGKONG DIRECT
S.S. "NANKING" ..... July 31 Oct. 10
S.S. "CHINA" ..... Sept. 5 Nov. 16
The above steamers connect at Hongkong with the Steamers "GORJISTAN" and "ARMANESTAN" (Passengers and Freight), in service between Hongkong, Amoy Singapore, Batavia and Sourabaya.
Bills of Lading issued to all ports of call, United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to
F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads,
Telegraphic Address "CHIMAIL."
Telephones:
General Office Central 4773
Agent Central 6313

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE

Kamo Maru .....Aug. 14 *Bengel Maru Second half of Aug.
Katori Maru .....Aug. 28 Lima Maru .....End of Aug.

FOR VICTORIA AND SEATTLE

Kaga Maru .....Aug. 23

FOR SAN FRANCISCO AND NEW YORK VIA PANAMA CANAL (Calling at Dairen and Japan ports).

Toba Maru .....Aug. 4 (Cargo only)

FOR SOUTH AMERICA VIA DURBAN AND CAPE TOWN FROM KOBE

.....

FOR JAPAN

Hakuai Maru .....Aug. 2 Yawata Maru .....Aug. 9
Kumano Maru .....Aug. 5 Yamashiro Maru .....Aug. 11
Atsuta Maru .....Aug. 7 Nikko Maru .....Aug. 12

FOR MANILA AND HONGKONG

Kaga Maru .....Aug. 3

FOR AUSTRALIA, sailing from Hongkong

Aki Maru .....Aug. 15

For freight, passage and further information apply to

NIPPON YUSEN KAISHA
3, North Yangtsze Road, Shanghai.

Phones: Passenger Dept., North 1159 and 2729; Freight Dept, (Ocean) North 1155 and 167, (Local) North 1154, 1157.
Tel. Add.: "Yusen, Shanghai."

LUMBERLINE

FREIGHT SERVICES BETWEEN NORTH CHINA PORTS AND PORTLAND, OREGON, U.S.A.

FROM PORTLAND, ORE., U. S.A.

S.S. "HANNA NIELSEN..... August 1st

FOR PORTLAND AND SAN FRANCISCO.

S.S. "HANNA NIELSEN..... August 4th

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston and Boston in connection with fast Intercoastal Liners.

Through Bills of Lading issued to Overland points in U. S. and Canada.

For information as to freight, rates, etc., apply to

The China Import & Export Lumber Co., Ltd.

Shipping Office: 4th Floor, 6 Kiukiang Road.
Telephone C. 1464. Telegraphic Address: "Lumberco"

NORTH CHINA LINE — SOUTH CHINA LINE

North and South China Line

For Hongkong And Manila.

S.S. "EASTERN SAILOR"..... Aug. 7, 1922
S.S. "WEST KADER" ..... Aug. 18, 1922
S.S. "HANNAWA" ..... Sept. 18, 1922

From Portland, Ore.

S.S. "EASTERN SAILOR"..... Aug. 5, 1922
S.S. "WEST KADER" ..... Aug. 16, 1922
S.S. "HANNAWA" ..... Sept. 16, 1922

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston, and Boston in connection with fast Intercoastal Liners.

For information as to Freight Rates, etc., apply to

COLUMBIA PACIFIC SHIPPING CO

Managing Agents U. S. Shipping Board.
Tel. C. 463 No. 6 Kiukiang Road, Shanghai. (4th Floor).

O. S. K.

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE. For London, Hamburg, Rotterdam and Antwerp via H'kong, S'pore, Colombo, Port Said and Marseilles.
S.S. "ARGUN MARU" ..... Aug. 6

FOR NEW YORK. Via Japan Ports. San Francisco. Panama and
S.S. HAGUE MARU" ..... Aug. 18

FOR TACOMA & SEATTLE. Via Dairen, Japan Ports, Victoria, & Vancouver.
S.S. "MANILA MARU" ..... Aug. 10

FOR HONGKONG (DIRECT).
S.S. "AFRICA MARU" ..... Aug. 12

FOR NORTH CHINA PORTS. TSINGTAU, TIENTSIN & DAIREN
S.S. "FUKUKEN MARU" ..... Aug. 4

FOR FORMOSA. For Keelung and Takao via Foochow.
S.S. "KOHOKU MARU ..... July 30

FOR JAPAN FOR MOJI AND KOBE.
S.S. "CHOSEN MARU" ..... Aug. 4

OSAKA SHOSEN KAISHA
Shipping Office. 2 Canton Road..... Phone Central 4234
Wharf Office. 26 Yangtszepoo Road. ....Phone East 208 and 212

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt.	SARDINIA DEVANHA NOVARA MACEDONIA	Aug. 12 Aug. 26 Sept. 9 Sept. 23
Bombay—via Hongkong, Straits and Colombo.	SICILIA MACEDONIA	Aug. 14 Sept. 23
Calcutta—via Kobe.	TANDA TAKADA	Aug. 2 Aug. 20
Calcutta—from Hongkong via Singapore and Penang.	TANDA TAKADA	Aug. 19 Sept. 7
Sydney and Melbourne—from Hongkong.	EASTERN ARAFURA ST. ALBANS	Aug. 31 Oct. 5 Nov. 2

*P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and Dates liable to be altered or cancelled without notice

For particulars regarding Freight or Passage, apply to Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.

Telephones: General: Central 169
Passage: Central 2510
Freight: Central 2069

M. M.

MESSAGERIES MARITIMES.
SERVICES CONTRACTUELS.

Mail Steamer	Next Sailings from Marseilles	Probable Arrival at Shanghai	Probable Sailing From Shanghai
ANDRE LEBON			5th August
AMBOISE	16th June	24th July	19th August
CORDILLERE	30th June	7th August	2nd Sept.
AMAZONE	14th July	21st August	16th Sept.
ANGKOR	28th July	4th September	30th Sept.
ANGERS	11th Aug.	18th September	14th October

LIGNES COMMERCIALES (Cargo Boats)

LIEUTENANT ST. LOUBERT-BIE expected Shanghai 1st part August.

Steamers and dates subject to alteration without notice.
Tel. 3260 Shipping Department. Tel. 987 Passenger Department.
OFFICES: 9 French Bund.

Consignation Tran it Representation.

YANGTSZE GORGE SERVICE

PASSENGER AND FREIGHT
From Ichang to Chungking and Return

★ S.S. MEI REN ★

(Newly Constructed, Completed March 1922)

One of the largest and finest equipped steamers in this service. Specially built and fitted with every modern appliance and equipment for Safety and Comfort of Passengers. Cuisine Unexcelled.

Sailings Approximately every seven days from Ichang Stay of steamer at Chungking about 48 hours.

For information regarding freight or Passage Apply to AGENTS

HANKOW — L. C. Gillespie & Sons
ICHANG — L. C. Gillespie & Sons
CHUNGKING — China & Java Export Co.

Pacific Mail Steamship Company
or
American-West China Navigation Company
1-B Nanking Road. Phone C. 5056.
Shanghai. C. 5057.

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA

S.S. "SURUGA" .....FIRST WEEK IN AUGUST

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents.
Cor. Nanking and Kiangse Rds. Tel. C. 5071, 5072 and 5073.

Visit the
Yangtsze Gorges

The most spectacular inland water trip in the world. Especially delightful at this season of the year.

S.S. ALICE DOLLAR
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ICHANG and CHUNGKING
THE ROBERT DOLLAR Co.
The American Express Co.
Shanghai—Tientsin—Peking—Hankow.

The China Press Mail Schedule

SUNDAY, JULY 30, 1922

Date and Destination	Per	Chi.	Br.	U.S.A.	Reg.
TODAY					
H'kong Straits, India & Europe via Suez	Haruna M.	16.00			15.00
Japan, Canada, U.S.A. & Europe	P. Jackson	13.00			12.30
Japan, Canada, U.S.A. & Europe via Canada	do		n12.		
Japan, Canada, U.S.A. & Europe	†Y'hama M.	10 00			9.30
River ports	P. Jackson	21.00		c12.00	21.00
United States of Am.					
Japan, Canada, U.S.A. & Europe	E. of Canada	16.30	n16.30		16.00
Foochow	Kohoku M		12.30		
Hongkong	Haruna Ma.		16.30		
Antung	Paoting	21.00			21.00
Foochow	Kohoku M	10.30			10.00
Hongkong and Canton	Nanking	18.00			17.30
TOMORROW					
Ningpo	Hsin Peking		15.00		
Tientsin	Train		17.00		
Hankow	Train		17.00		
S'tow H'kong C'ton	Liangchow	21.00			21.00
Swatow and Hongkong	do		17.00		
Manila Direct	Shinyo Maru	18 30			13.00
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Amoy and Swatow	Kaho	21.00			21.00
Australia and New Zealand via Hongkong	Liangchow		17.00		
Chefoo & Tientsin	Yushun	21.00			21.00
Australia & New Zealand Via Hongkong	Liangchow	17.00			16.30
Manila via Hongkong	Shinyo M.		14.30		
Tuesday, August 1					
W'wei, C'foo, T'tsin	Tungchow	13.30	13.30		13.00
S'tow, H'kong, C'ton	Waishing	21.00			21.00
Japan Ports	Hakuai M.	19.00	17.00		18.30
Tsingtao & Dairy	Sakaki M.	14.30			14.00
Swatow & Hongkong	Waishing		17.00		
Vladivostok & Siberia	Via P & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Newchwang	Hanyang	21.00			21.00
Wednesday, August 2					
W'wei, C'foo and T'tsin	Koonshing	13.30	13.30		13.00
Amoy, H'kong & C'ton	Soochow	21.00			21.00
Amoy and Hongkong	do		17.00		
W'wei, C'foo and T'tsin	Chengtu	21.00	17.00		21.00
Manila Direct	Kaga Maru	16.00			15.30
Friday, August 4					
H'kong, S. Ports Straits Ceylon India & Europe via Suez	A. Lebon		17.30		17.00
H'kong, Straits, India & Europe via Suez	do	17.30			17.00
Antung	Chusan	21.00			21.00
Newchwang	Kiukiang	21.00			21.00
S'tow, H'kong & C'ton	Sunning	21.00			21.00
Swatow & Hongkong	do		17.00		
Saturday, August 5					
W'wei, C'foo, and T'tsin	Shuntien	8.30	8.30		8.00

A Time fixed provisionally.
B. Registered matters at 5 p.m. on previous day.
C Registered matters at 6 p.m. on previous day.
D. Registered and Parcels at 5 p.m. on previous day.
†Specially marked correspondence only

N. Y. K.

SUMMER EXCURSION
between
SHANGHAI AND JAPAN
June 15th—September 14th.

SPECIAL RATE:—First Class Only

SHANGHAI TO NAGASAKI	and return	.....	$ 75.00
" " MOJI	" "	.....	100.00
" " KOBE	" "	.....	130.00
" " YOKOHAMA	" "	.....	150.00

available for 3 months, including the date of issue to the date of re-embarkation. Stop-over will be allowed at any port of call.

For particulars, apply to

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'Phone: North 1159 and 2729.

ADD THE DELIGHTS OF CANADA TO YOUR TRIP HOME THIS YEAR—

Canadian National Railways

Jasper Park and Mount Robson embrace the Scenic Mountain wonders of the Dominion. The Canadian National Railways cross the Rockies at the lowest altitude, the easiest gradients, and in View of CANADA'S highest and most famous peaks.

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Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July	30	5.30 Vancouver	†E. of Canada	Br.	C.P.S.
July	30	2.00 Seattle	†Pre. Jackson	Am.	Adl. Line
		New York via Suez	Sumaeus	Br.	B. & S.
July	30	— Seattle	Yokohama M.	Jap.	N. Y. K.
		San Francisco	†Korea Maru	Jap.	T. K. K.
Aug.	3	— Franco, Portland	Hanna Nielsen	Nor.	Lumber Co.
Aug.	4	— New York via P'ma	Toba Maru	Jap.	O. S. K.
Aug.	10	— New York via Suez	Siemachus	Br.	B. & S.
Aug.	10	— Tacoma	Manila Maru	Jap.	O. S. K.
Aug.	11	— New York via Suez	Father Dollar	Br.	Dollar Co.
Aug.	12	— Vancouver	†E. of Asia	Br.	C.P.S.
Aug.	13	— Seattle	†Pre. Grant	Am.	Adl. Line
Aug.	13	— San Francisco	†Nanking	Am.	China Mail
		18 — New York	Hague Maru	Jap.	N. Y. K.
Aug.	18	— San Francisco	†Shinyo Maru	Jap.	T. K. K.
Aug.	20	— New York via Suez	C. of Bagdad	Br.	J. M. & Co.
Aug.	23	— Seattle	Kaga M.	Jap.	N. Y. K.
Aug.	24	— Vancouver	†E. of Australia	Br.	C. P. S.
Aug.	26	— San Francisco	†P. Lincoln	Am.	P.M.S.S. Co.
Aug.	27	— Seattle	†P. Jefferson	Am.	Adl. Line
Sep.	9	— Vancouver	†E. of Asia	Br.	C. P. S.
Sep.	10	— Seattle	†P. Madison	Am.	Adl. Line
Sep.	24	— Seattle	†P. McKinley	Am.	Adl. Line

FOR JAPAN PORTS

July	29	— N'saki, N.. Y'hama	Omi Maru	Jap.	N. Y. K.
July	30	— Kobe	Tanda	Br.	M. M. & Co.
Aug.	2	— Moji, Kobe, Osaka	Hakuai Maru	Jap.	N. Y. K.
Aug.	4	— Moji, Kobe	Chosen Maru	Jap.	O. S. K.
Aug.	4	— N'saki, M., Y'hama	Chikugo Maru	Jap.	N. Y. K.
Aug.	5	— Moji, Kobe, Osaka	Kumano M.	Jap.	N. Y. K.
Aug.	9	— Moji, Kobe, Osaka	Yawata Maru	Jap.	N. Y. K.
Aug.	11	— N'saki, M. Y'hama	Yamashiro M.	Jap.	N. Y. K.
Aug.	12	— Moji, Kobe, Osaka	Nikko Maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

July	30	— Calcutta	Tanda	Jap.	N. Y. K.
July	31	— Marseilles,	Haruna Maru	Br.	M. M. & C.
July	31	— Liverpool	Memnon	Br.	B. & S.
Aug.	1	— Hamburg, ports	Olenbeg	Br.	C.H.A.
Aug.	3	— Hamburg ports	Glaucus	Br.	B. & S.
Aug.	4	— Liverpool	Keemun	Br.	B. & S.
Aug.	5	9.30* Marseilles	†Andre Lebon	Fr.	M.M. Cie
Aug.	6	—Hamburg, etc.	Argun Marc	Jap.	O.S.K.
Aug.	7	— Hamburg	Holstein	Ger.	M. & Co.
Aug.	8	— Hamburg, ports	Radnorshire	Br.	C.H.A.
Aug.	8	— Java, Ports	Bearport	Am.	S. & B.
Aug.	10	— Hamburg	Jason	Br.	B. & S.
Aug.	10	— Rotterdam, etc.	Zosma	Dut.	H.C.T. Co.
Aug.	12	— London	†Sardinia	Fr.	M.M. Cie
Aug.	14	— London	Kamo Maru	Jap.	N. Y. K.
Aug.	14	— Bombay	†Sicilia	Br.	M. M. & Co.
Aug.	15	— Liverpool	Nanchow	Br.	B. & S.
Aug.	15	— Antwerp	Diomed	Br.	B. & S.
Aug.	17	— Antwerp	Mentor	Br.	B. & S.
Aug.	17	— Hamburg	Machaon	Br.	B. & S.
Aug.	19	— Marseilles	†Amboise	Fr.	M.M. Cie
Aug.	25	— Hamburg, etc.	Glenshane	Br.	G. L. E. A.
Aug.	26	— London	†Devanha	Br.	M. M. & Co.
Aug.	26	— Java, ports	Dewey	Am.	S. & B.
Aug.	28	— Liverpool	Machaon	Br.	B. & S.
Aug.	28	— London	Katori Maru	Jap.	N. Y. K.
Aug.	30	— Hamburg, etc.	Glenlyon	Br.	G. L. E. A.
Aug.	31	— Hamburg	Thessus	Br.	B. & S.
		— Marseilles	†Cordillere	Fr.	M.M. Cie
Sep.	7	— Hamburg	Rhesus	Br.	B. & S.
Sep.	9	— London	†Novara	Br.	M.M. & Co.
Sep.	10	—Rotterdam, etc.	Pembilan	Dut.	H.C.T. Co.
Sep.	30	— Marseilles	†Angkor	Fr.	M. M. Cie

FOR SOUTHERN PORTS

July	5	7.00* S. H'kong, C'ton	Sunning	Br.	B. & S.
July	5	5.00 Ningpo, Pooloo	Hsin Kiangteen	Chi.	C.M.S.N.
July	30	D.L. Hongkong, C'ton	Kiukiang	Br.	B. & S.
July	30	— Keelung, etc.	Kohoku Maru	Jap.	O.S.K.
July	30	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	31	5.15 Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
July	31	5.15 Ningpo	Hsin Peking	Br.	B. & S.
July	31	— Hongkong	†Nanking	Am.	China Mail
July	31	3.30 Manila & Hongkong	Shinyo Maru	Jap.	T. K. K.
Aug.	1	5.00 Ningpo	Yungshin	Chi.	N.S.S.N. Co.
Aug.	1	4.00 Ningpo	Hsin Kiangteen	Chi.	C.M.S.N. Co.
Aug.	1	D.L. S. H'kong, C'ton	Liangchow	Br.	B. & S.
Aug.	1	— Amoy, Swatow	Kaho	Chi.	C.M.S.N. Co.
Aug.	3	— Manila, Hongkong	Kaga Maru	Jap.	N. Y. K.
Aug.	3	5.00* A. H'kong, C'ton	Sinkiang	Br.	B. & S.
Aug.	7	— Hongkong, Manila	E. Sailor	Am.	Lumber Co.
Aug.	10	— H'kong, Manila	Pre. Jefferson	Am.	Adl. Line
Aug.	12	— Hongkong	Africa Maru	Jap.	O. S. K.
Aug.	13	— Manila, Hongkong	P. Lincoln	Am.	P.M.S.S. Co.
Aug.	13	— Manila, Hongkong	E. of Australia	Br.	C. P. S.
Aug.	18a	— Hongkong, Manila	W. Kader	Am.	Lumber Co.
Aug.	24	— Hongkong, Manila	P. Madison	Am.	Adl. Line
Aug.	24	— Manila, Hongkong	Taiyo Maru	Jap.	T. K. K.
Aug.	26	— Manila, Hongkong	†E. of Asia	Br.	C.P.S.

FOR NORTHERN PORTS

July	30	2.00 W. C'foo, T'tsin	Fausang	Br.	J. M. & Co.
July	30	— Tientsin	Kwangping	Br.	K.M.A.
July	30	— Tientsin	Hsinchang	Chi.	C.M.S.N. Co.
July	31	3.00 Antung	Paoting	Br.	B. & S.
		1 8.00 Tsingtao & Dairen	Sakaki Maru	Jap.	O. K. K.
Aug.		1 3.00 W. C'foo, T'tsin	Tungchow	Br.	B. & S.
Aug.	1	D.L. Tsingtao	Kanchow	Br.	B. & S.
Aug.	1	— Chefoo, Tientsin	Yushun	Chi.	C.M.S.N. Co.
Aug.	2	D.L. Newchwang	Hanyang	Br.	B. & S.
Aug.	3	5.00* W. C'foo, T'tsin	Chengtu	Br.	B. & S.
Aug.	4	— Dairen	Fukuken Maru	Jap.	O.S.K.
Aug.	4	— Chinwangtao	Kaiping	Br.	K.M.A.
Aug.	5	8.00* Tsingtao	Soochow	Br.	B. & S.
Aug.	5	10.00* W. C'foo, T'tsin	Shuntien	Br.	B. & S.
Aug.	5	8.00* Newchwang	Kiukiang	Br.	B. & S.
Aug.	5	8.00* Antung	Chusan	Br.	B. & S.
Aug.	16	2.30 Vladivostok	Lorestan	Br.	L. Y. Line

FOR RIVER PORTS

July	30	M.N. Hankow, etc.	Kiangtoo	Chi.	C.M.S.N.
July	31	M.N. Hankow, etc.	Kiangwan	Chi.	C.M.S.N.
July	31	M.N. Hankow, etc.	Loongwo	Br.	J. M. & Co.
July	31	M.N. Hankow, etc.	Ngankin	Br.	B. & S.
Aug.	1	M.N. Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Aug.	1	M.N. Hankow, etc.	Shemking	Br.	B. & S.
Aug.	1	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Aug.	1	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co.
Aug.	2	M.N. Hankow, etc.	Kungwo	Br.	J. M. & Co.
Aug.	2	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Aug.	2	M.N. Hankow, etc.	Whangpu	Br.	B. & S.
Aug.	3	M.N. Hankow, etc.	Kiangshun	Chi.	C.M.S.N. Co.
Aug.	3	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
Aug.	3	M.N. Hankow, etc.	Tatung	Br.	B. & S.
Aug.	4	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Aug.	4	M.N. Hankow, etc.	Chungking	Br.	B. & S.
Aug.	5	M.N. Hankow, etc.	Esang	Br.	J. M. & Co.
Aug.	5	M.N. Hankow, etc.	Woosung	Br.	B. & S.
Aug.	6	M.N. Hankow, etc.	Kiangteen	Chi.	C.M.S.N. Co.
Aug.	7	M.N. Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Aug.	7	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co.
Aug.	7	M.N. Hankow, etc.	Poyang	Br.	B. & S.

M. N.—MIDNIGHT D.L.—DAYLIGHT

*A. M.
†CARRYING MAIL.

Men Of War In Port

Section	Date	Name	Flag and Rating
B. N. B.	July 8	Bee	Br. Gunboat
Mc. W.	Mar. 20	Cricket	Br. Gunboat
F N B	July 27	Craonne	Fr. Gunboat
	June 12	D. de Lagree	Fr. Gunboat
U. S. N. B.	June 25	Gen. Alava	Am. Gunboat
1 C	July 27	Helena	Am. Cruiser
	June 25	Isabel	Am. Yacht
Mc. W.	Mar. 23	Mantis	Gunboat
O D		Scarab	Gunboat
V. T. P. W.	May 24	Toba	Jap. Gunboat
J N B	July 2	Tsukuba	Jap. Cruiser

AUCTION SALES

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LIMITED

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103 Rue de France Tientsin

Phone { Auction Dept. Cent 153
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AUCTIONS

Monday, 31st July in Rear Salesroom
Commencing at 10 a.m.
USEFUL HOUSEHOLD FURNITURE AND LADY'S AND GENT'S CLOTHING &C., &C.
Inciuding.
Ice chest, Baby's folding perambulator, Hospital beds, Extension dining table, Commode, Electric table fans (110 & 200 volts), Tennis net, Lady's Side Saddle, Reading lamps, Mirror door wardrobe, Marble top washstand, Pictures, Red wood teapoys, Carpet sweeper, Folding bed, Toilet set, Porcelain filter, Golf clubs, Ice cream freezer, Cooking utensils and Sundries
also
Large & varied selection of Lady's Dresses, Haberdashery etc.
Now on view

Wednesday 2nd August
IN FRONT SALESROOM
Commencing at 10 a.m.
EXCELLENT HOUSEHOLD FURNITURE AND SUNDRIES.
Including.
DARK STAINED MIRROR BACK SIDEBOARD, DINNER WAGGON, DINING TABLE, CHAIRS (side & carving), 1 DESIGN, Large Ice Chest, OAK STAINED MIRROR BACK WARDROBE, DITTO DRESSING TABLE, Chest of Drawers, Washstand, Teak Whatnot, TEAK DINNER WAGGON, Cupboard, Serving Table, Hand Sewing Machine, Teak Mirror Back Sideboard, Iron Single Bed, Gramaphone Records, CHINESE CURIOS, Lace Curtains, Cuckoo Clock, Electric Heater, Pictures, 3 Sofas, 22 Vols Encyclopedia Britannica—Other Books, 2 Blade Electric Ceiling Fan 200 Volts, 1 Very Large Sample Table, Iron Double Bedstead, SLAZENGERS 1921 TENNIS BALLS, Office Furniture, Glassware, Crockeryware, 1 RICKSHAW, Electric Lamps and Sundries.
also
1 Suite White Enamel Bedroom Furniture.
On view Tuesday

CARGO AUCTION
SUNDRY GOODS
On Wednesday, August 2nd.
At 2.30 p.m.
1 Length Peerless Rubber Hose, 1 Length Delta Rubber Hose, 1 Length Palisade Rubber Hose, 1 Length Durable Rubber Hose, 450 Feet Safety Fire Department Rubber Covered With Canvas Hose, 100 Feet Belmont Canvas Hose, 500 Feet Elkshead Rubber Covered With Canvas Hose, 3 Rolls Pilot Rubber Belting, Pure Gum Sheet Packing, Port Rubber Strips, Wire Rubber Mating, Liens Pan Belting, 70 Dozen Carpenters Pincers 7" & 10", 81 Storm Lanterns Without Globes, 1 Paper Roller Machine, 100 Dozen Handkerchieves, 6 Dozen Waist Belts, 6 Cases Grape Juice, 5 Barrels Disinfectant, 4 Cases Rubber Shoes, Herrings, Tooth Powder, Blue Flame Stoves With Burners & Fuel Cubes, Mosquito Nets, India Rubber Pouchettes, Fancy Bags, Seaside Waders, Sponge Soap Bags, Sponge Wallets, Holdalls, Bathing Hats & Caps, Belts, 48 Dozen Razor strops.
and
37 Kegs Countersunk Checkered Head Wire Nails (Damaged By water), 4 Cases Pubricating Graphite, 3 Cases Bandsaws, & 26 Barrels Indigo Paste.
Now on view.

AUCTIONS OF CARGO
Our new Cargo Auction Rooms measuring about
40 ft. x 40 ft. and 15 ft. high
Light airy and attractive are now open and being well attended. Cargo (sound or damaged) of any kind received at any time and sold in auctions held every Wednesday at 2.30 p.m.

L. MOORE & CO., LTD.
No. 45 Kiangse Road

ZEISS FIELDGLASSES
Latest styles of the famous
ZEISS GLASSES
Sold at moderate prices
C. ISMER & CO.
44 Nanking Road.

Jewelry of ORIGINALITY
The Siberian Jewelry Store
96 Szechuen Road
M. Lipkovsky

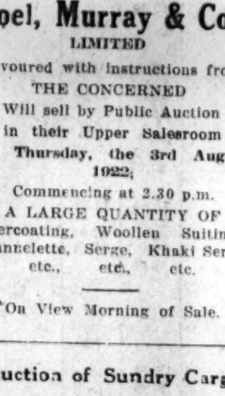
W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, and Appraisers
Will sell by Public Auction within their Salesroom
NO. 49 KIANGSE ROAD
On Tuesday, the 1st August
at 10 a.m.
HOUSEHOLD FURNITURE AND SUNDRIES
Comprising:—
Mirror hat and umbrella stands, jardiniere stands, centre tables, extension dining table and chairs, sideboards, bookcases, letter files, desks, office chairs, engravings, embroidered wall hanging, tapestry covered couch and army chairs, sofa, rattan chairs, mirror back wardrobe, dressing tables, washstands, chest of drawers, double and single iron bedsteads, electric table fans, large and small ice chest, cooking stoves, porcelain vases, and sundries, etc., etc.
also
A quantity of second-hand gent's and lady's clothing 3 Gramaphones
On view Monday

Special Woollen Auction
Noel, Murray & Co.,
LIMITED
Favoured with instructions from THE CONCERNED
Will sell by Public Auction in their Upper Salesroom
On Thursday, the 3rd August 1922;
Commencing at 2.30 p.m.
A LARGE QUANTITY OF
Overcoating, Woollen Suitings flannelette, Serge, Khaki Serge etc., etc., etc.
On View Morning of Sale.

Auction of Sundry Cargo
Noel, Murray & Co.,
LIMITED
Will sell at Salesroom
On Monday, the 31st July, 1922
Commencing at 2.30 p.m.
A LARGE QUANTITY OF
New Towels, Hooks and Eyes, Mild Steel Joists, "Hercules" Hand Taps, Steel Meat Choppers, Steel Tube, Straw Hats, Grey Army Duck, Rubber Shoes, Brown Soap, "Caramba" Pinches, Safety Razors, Razor Blades, White Chestnuts, "Duc de Manaco" Champagne, "Clapot & Fils" Champagne, Vermouth, etc., etc., etc.
also
3 Cases Fine Herringbone Covert Coating
1 Case Black Union Venetians
25 Pcs. Singapore Union Cloth.
3 Cases Nickle Plated Spiral Armbands
On View Morning of Sale.

AYRTON'S



COCOANUT OIL SHAMPOO
NATURE'S OWN TREATMENT
It will enhance and preserve the beauty of your hair, bring out its tone and colour, and eradicate dandruff. "Fine, soft, glossy hair" is the certain reward of those who make its use habitual.
ON SALE at all Chemists and Stores.
$1.00 per bottle
It must be "AYRTON'S"
Accept no Imitations
Trade-Mark

Suiyuan General Routs 900 Bandits

(Chung ... service)

Peking, July 25.—General Ma Fu-hsiang, Tartar General of Suiyuan has telegraphed the Central Government telling of battles between his troops and bandits. In his wire the General mentions that "the bullets fell like rain" and "my soldiers were very brave."

A force of eight or nine hundred bandits had been holding the towns of a certain area in their power and several days ago General Ma's troops fought two battles with them, the result being the dispersement of the bandits in several directions and the retaking of the area by the troops. The bandits are in full flight with the soldiers hot after them.

General Ma also reports that 160 bandits were killed and 30 were captured. His forces lost three by death and seven wounded. In the town retaken he captured rifles, ammunition and uniforms belonging to the bandits With their band scattered in all directions and in flight the General concludes that the danger from that source is finished.

COCOA BURNED

(Reuter's Service)

Berlin, July 28.—A big fire in Hamburg harbor occurred today. Large stores of tobacco, cocoa and coffee, valued at millions of marks, were destroyed.

LIVING ON YOUR NERVE.

And Its Dangers.

Everybody has a store of nervous energy. When work or worry without sufficient rest exhausts this store, a condition results that medical men call neurasthenia.

It is commonly met with in those who have had many anxieties those who have worn themselves out caring for sick relatives, business men who worry over their affairs and do not take proper rest, and women who work beyond their strength.

The signs are clear. Your complexion becomes pale, you imagine unpleasant things, your brain insists on working when you want to go to sleep. Sometimes you are melancholy; nothing pleases you. Constipation is usually present. You worry about yourself and your work and cannot forget your anxieties.

No doctor can cure neurasthenia: you have to do it yourself. First worry less and don't overtax your strength: then, take Dr. Williams' pink pills, for they supply new blood to feed your worn-out nerves, and so steadily build up your health.

Begin to replenish your store of nervous energy by commencing Dr. Williams' pink pills now. Any dealer can supply; or direct from the Dr. Williams' Medicine Co. 56 Szechuen Road, Shanghai $1:50 per bottle, $8.00 for 6 bottles, post free. For men and women too.

History Biography Memoirs

MY MEMORIES OF 80 YEARS by Chauncey M. Depew 8.00
Memoirs of the Crown Prince of Germany 10.00
RED DUSK & THE MORROW (Adventures and Investigations in Soviet Russia) by Sir Paul Dukes 7.00
THE AMERICAN LANGUAGE, by H. L. Mencken 12.00
CIVILIZATION IN THE U.S., An Inquiry by Thirty Americans 10.00
WOODROW WILSON, by Tumulty 10.00

LATE NOVELS
THE GREAT PRINCE SHAN, by E. P. Oppenheim .. 4.00
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The American Bookshop
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Civil Actions Pending In United States Court

One hundred and fifty civil actions are pending in the United States Court for China and Judge Charles S. Lobingier will make assignments for the Fall term shortly, it is expected.

The following is the docket of civil actions awaiting trial:

PLAINTIFFS	DEFENDANTS
Dokoutchaeff	China and Mongolia Export Co.
In re Liquidation of Hugh Gunn	
King Sing Lard Factory	Wm. Katz and Co.
Axel Raab	Barque "Chin Pu"
Cecil Humphreys	C. Rodgers Brown
Shieh Po-Hsiang	Shippers' Commercial Corp.
Yu Yar Chuan	Shippers' Commercial Corp.
Chin Shing Hsun	Shippers' Commercial Corp.
Central Trading Co.	Khan Samuels and Co.
I. Brimberg	Gromov Heirs et al.
Zeng Yi Ching	The Barkley Co.
Belgian Trading Co.	Neuss, Hesslein and Co.
Heng Fu Chang	China and Mongolia Export Co.
Tung Hung Teh	The Barkley Co., Inc.
L. C. Gillespie and Son	Andrews and George
David L. Moss and Co.	National Mercantile Corp.
Yangtze Transport and Supply Corp.	Hoa Sun Iron Works
A. G. de Sherbinin and Co.	U. S. Trading Corporation
Hoasun Iron Works	S. S. "Chang Ning"
Tobacco Products Corp.	U. S. Siberian Co.
Tsu Sung Tai Hong	Gaston, Williams and Wigmore
Sukeichi Imouye	Thos. W. Simmons and Co.
Sze Yue Cheong	Thos. W. Simmons and Co.
Steinberg	Wagman
C. H. Wong	The Wilkins Bros. and Co.
Wang Lin Ori	The Wilkins Bros. and Co.
Ting Fong Soap Works	Robert Dollar Co.
Pacific Sanitary Co.	American Sales Corp.
Kwang Yuen Dye Company	Stewart-Crane Co.
Wallerich	Block
Glover	Robert Dollar Co.
Chang Hong Company	Grace China Co.
Lih Dah Flour Mill Co. et al	Viloudaki and Co.
Yang Ting Dzung	International Banking Corp. et al.
Cathay Metal Co.	Sino-America Trading Corp.
Shaw	Rea and Gallaher
Neugent	Neugent
A. A. Fuller	Asia Trading Corp.
Philippine National Bank	Shanghai Motors Corp.
Garner, Queich and Co.	P. S. Crawley
Gathay Lace Co.	N. Nashim
Hogg, Karanjia and Co.	F. W. Cary
Ezra	Glenby
Chinese Maritime Customs	American-Oriental Banking Corp.
Far T. Sung	Estate of F. S. Upham
Dynn	Sino-Americo Trading Corp.
Thomas W. Simmons and Co.	R. W. Gilmore
Yang Ting Dzung	Far Eastern Trading Co. et al
Nanyang Bros. Tobacco Co.	Green Star S. S. Co.
Universal Leaf Tobacco Co.	Barber Steamship Line
Gande, Price Ltd.	Trans-Pacific Corp.
In re W. P. Henderson, Bankrupt	
S. J. Meade	R. Grant
Martin	Ransom, et al
Dolan	Dolan
Say Yuen Hong	Gaston, Williams and Wigmore
American Sales Corp.	Pacific Mail S. S. Co. et al
Chinese-American Bank of Commerce	Reid's Ltd.
Jatz Y. T. King	A. O. Andersen and Co.
Weil	Wright
O. J. Weeks Co.	The Esso Co. of China
Rabenow	Grimes and Woods
American-Oriental Banking Corp.	Thomas W. Simmons and Co.
Chishkin	American Drug Co.
Rolph, Mills and Co. et al.	Fearon, Daniel and Co., Inc.
American Express Co.	M. L. Heen
Rhodes	Rhodes
Shanghai Hotels, Ltd.	Beeks
Collins	Shanghai Taxicab Co. et al
Coddington and Lamb	Getz Bros. and Co.
Eastern Export Co.	A. B. Rosenfeld and Co.
Philippine National Bank	Wm. S. Fleming
Russian Economic Society	The Liberty Club
American Express Co.	Thos. W. Simmons and Co.
Chao Shin Chin	J. M. Murray and Co.
L. S. Yeh	Andrews and George
W. I. Eieler	The Shanghai Taxicab Co.
F. T. Kiang	C. J. Kosel
Gensburger	Moss
U. S. Shipping Board	Robert Dollar Co.
Schulze	Schulze
U. S. of America	National Trading Assn.
Fur and Wool Trading Co.	Andersen, Meyer and Co.
Shu Wen Hwa Tang	Standard Oil Co.
Chartered Bank of India, etc.	Reid's Ltd. Inc.
E. Van Corbeck	Grand Hotel Kalee
Danner	Danner
A. M. Thompson	Charles Stone
E. S. Fischer	Charles Stone
Hans Rude Hansen	Reid's Ltd. Inc.
H. Whitworth Ltd.	A. O. Andersen and Co.
N. Ritchie	Montgomery, Ward and Co.
M. A. Topas and Co.	Amer. Foreign Ins. Assn.
F. Tillson	Montgomery, Ward and Co.
F. Tillson	J. F. Quinn, Montgomery, Ward and Co.
S. Martin and Co.	Andrews and George
W. P. Strickland, Receiver	American Ind. Sply Co. et al
F. Tillson	J. F. Quinn
Sino Italian Bank	Fearon, Daniel and Co., Inc.
E. Y. Kamorovsky	Hartford Fire Ins. Co. et al
Liu Pei Kao	Frank F. Bowe and Co.
Cook and Swan Co.	Natonal Mercantile Corp. et al
Yen Sze Chong	Frank F. Bowe and Co.
K. F. Ling	Bowe and Asia Banking Corp.
R. C. Worden	Andrews and George
Chen Ching Chee	Andrews and George
Petition of Giesel and Co. to adjudicate	Reid's Ltd. Inc.
Swinehart	Swinehart, et al,
Pate	Martin
Merchandise Brokerage Co.	Getz Bros. and Co.
Hung Tai Hong	Asia Banking Corporation et al
Grozier	Grozier
Maok Tung Products Co.	Chinese-American Provision Corp
Dao Yuen	Sin Wan Pao Co.
Fitzpatrick et al	LeMunyon, et al
American Trading Co.	Stewart-Crant Co. (Receivership)
LeMunyon	Le Munyon
Bank of Taiwan	R. S. Boyd and Co.
Cromwell	Hexamer
Harrs	Fuller
Pate	Martin
Rumpf	Maloney and Co.
United States	Lu Pao Company
Ying	Greenstone,
Chao	Van Bergen.
United States	Commercial Trading Corp.
United States	The Pearl of the Orient Co.
United States	Dudley Warner and Co.
United States	Frame, Leaycraft and Co.
United States	American-Chinese Fire and Marine Ins. Co.
United States	The Industrial Agency, Inc.
United States	Shantung Publishing Co.
United States	Pacific Photoplay Products Inc.
	Shantung Development Corp.
PLAINTIFFS	DEFENDANTS
United States	Malhame Bros. of the Far East Inc.
United States	China Standard Products Co.
United States	Amer.-Chinese Imp.-Exp. Corp.
United States	Chinese-Amer. Aviation Corp.
United States	Thos. W. Simmons and Co.
United States	Thos. W. Simmons and Co. (China) Inc.
United States	Universal Gazette Inc.
United States	Manders and Co. Inc.
United States	Oriental Crafts Corp.
United States	The China Industries Inc.
Commercial Bank of Siberia	Wm. Katz and Co.
Campbell	Greunebaum and Sonn Bros. Imp. and Exp. Co.
Treadwell	Treadwell
Railton and Co.	Sonn Bros. Imp. and Exp. Co.
Dupont Export Co.	Mei Lung Industries
Dodge and Seymour	H. S. Janes, Receiver, et al
Banque de L'Indo Chine	S. Zimmerman

Information For Mariners

SUNDAY, JULY 30, 1922

High Water at Woosung Bar
(The night tides are higher than the day tides, they are about equal between 4 and 5 o'clock).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at spring 8 1/4 h; at neaps, 7½ h.

Time		Range		Time		Range	
4h.	5m.	9ft.	0in.	4h.	31m.	8ft.	3in.

High Water at Tungsha Lightship
(The night tides are higher than the day tides)
Approximate rise, 5 h; approximate fall, 7 h.

	A.M.		P.M.	
	H.	M.	H.	M.
[illegible]	3	6	3	32

Time of Moonrise, Moonset, Sunrise, Sunset

Moon		Sun		Daylight	Dark
Rises	Sets	Rises	Sets		
11.17 a.m.	10.59 p.m.	5h. 16m.	6h. 56m.	4h. 31m.	7h. 41m.

Mean Barometric Pressure at Shanghai.
For July 29.69 in.
754.3 mm.

Steamers Departed

July 28—Meinan for N. Customs
July 28—Lorestan for V'tok.
July 29—Kianghsin for Hankow
July 29—Suiwo for Hankow.
July 29—Hunan for Hankow
July 29—Changon for Hankow
July 29—Tseangtah 2 for H'kow
July 29—Suiyang M. for H'kow
July 29—Kwanglee for H., C'ton
July 29—Sunning for Tsingtao
July 29—Katori M. for Japan
July 29—Tungshing for S. H., Canton.
July 29—Omi Maru for Japan
July 29—Fenguen for W., C., Tientsin.
July 29—Fushima for Cruise.
July 29—Chusan for Antung
July 29—Eumaeus for N. York
July 29—Nikko M. for Japan
July 29—Tjisondari for Japan
July 29—Toko M. for Japan
July 29-Shantung for S. H. C'ton
July 29—President Wilson for San Francisco.
July 29—Yungshin for Ningpo.
July 29—Hsin Kiangteen for Ningpo and Pootoo.

Passengers Departing

Per Adl. Line s.s. President Jackson for Seattle: Mr. and Mrs. Saphire, Mr. and Mrs. M. F. Perkins and child, Mr. and Mrs. T. G. Henkel, Mr. A. M. Ogilvie, Messrs. Mosso, Wm. D. Inman, T. Wright, Wm. Line, Malcolm; for Yokohama: Mr. and Mrs. Liddell and family; for Kobe: Messrs. Van Cuyak, Gozal, Mrs. T. T. Boulon.

Per C.P.S. s.s. Empress of Canada for Vancouver: Mr. W. E. Allen, Miss E. Anderson, Rt. Rev. Bishop Banister, Miss A. Burrows, Mr. J. C. B. R. Baylin, Capt. T. H. Binney, Mr. and Mrs. J. M. Dick, Mr. N. S. Deardin, Mr. and Mrs. W. C. d'Olive and infant, Miss Lady Jane d'Olive, Miss D. Fecley, Messrs. H. Greenhall, G. Hummel, Mr. and Mrs. G. Howell, Miss May Kwei, Mrs. M. R. Lowe, Rev. K. MacIver, Mr. and Mrs. Hunter Mann, Master Hunter Mann Jr., Miss H. McNaughton, Mrs. O. R. and Miss Helen Morse and infant, Dr. and Mrs. R. B. and Mrs. Price and infant; Mrs. Mary Price, Misses Kate Price, Caroline and Sarah Price, Mr. R. M. Preston, Dr. J. W. Ross, Miss J. B. Ross, Mrs. G. L. and Miss A. M. Robinson, Mr. A. R. Robinson, Mr. and Mrs. O. F. Roberts and child, Mr. C. H. Rasmussen, Lieut. Ross Stewart, Mrs. R. H. Splaine, Mr. D. B. Sparks, Misses. A. N. Trueman, Laura P. Wills, Mr. L. Walker, Miss W. M. Anderson, Mr. and Mrs. S. Arkhipoff, Mrs. W. Barrie, Miss M. and Master J. Barrie, Mrs. J. G. Dearborne, Messrs. H. E. Faston, H. S. Fuller, Mrs. M. Y. George, Mrs. F. Hinds and infant, Mr. and Mrs. R. P. Humaker, Misses M. Humaker, A. M. Hancock, E. F. Jones, Mr. G. S. Luther, Mr. I. N. J. Molchanoff, Mrs. Vera and Master Oleg Molchanoff, Mr. and Mrs. L. C. Osborn, Misses Ida M. Porter, M. Swanson, Mr. J. Traver Smith, Miss A. C. Tilley, Mrs. E. and Miss M. A. Volger, Rev. J. Van Hauwermeire, Rev. E. M. Wins, Rev. E. M. G. J. Wins, Mr. J. Weidmann, Mrs. F. M. and Master F. M. Walters.

Passengers Departed

Per C. N. s.s. Poyang for Kiukiang: Miss P. A. Chisholm, Mr. Speyer; for Hankow: Messrs. S. H. Barnard, E. E. Byrne, Gordon.

Per C. N. s.s. Hsin Peking for Ningpo: Messrs. H. M. Bratler, Tsu Hsu-chang, G. Missener.

Per C. N. s.s. Shantung for Hongkong: Mr. W. Nicholson.

Per C. N. s.s. Sunning for Tsingtao: Mr. and Mrs. C. W. Marshall and three children, Mrs. H. H. Williams, Mrs. Peet and two children, Mr. H. S. Wavell.

Per C. N. s.s. Fengtien for Weihaiwei: Misses Armistead, Lemerle, Com. C. Cantlie, Major J. T. Ford, Mr. and Mrs. W. S. Read and four children, Mrs. Richards and child, Mrs. Pike and child, Mrs. Hewlett Smith, Mrs. A. Leach, Mr. and Mrs. R. N. Mellard, Mrs. and Miss Birney, Messrs. Lewis, Drysdale; for Tientsin: Messrs. G. de Paolo. Palajoto.

Per C.M. s.s. Hsin Kiangteen for Pootoo: Mrs. Brandt and two sons. G,HH

Per C.M. s.s. Hsinchi for Foochow: Mr. E. M. Langdon, Misses Wentworth, Jackson.

Per C.M. s.s. Toonan for Newchwang: Miss N. Thomas.

Per P.M. s.s. President Wilson for San Francisco: Miss M. S. Hoy, Mr. and Mrs. E. C. Heinsohn and daughter, Mr. and Mrs. S. A. Bostwick and son, Miss K. Y. Kiang, Misses Zee Yu-tung, Wu Yi-fang, Mr. and Mrs. W. and Master Harry Teitel, Mrs. M. and Miss H. Davis, Mrs. F. S. Gibbings, Miss How Mo Li; Mrs. E. H. Douglas and son, Miss L. H. Keller, Mrs. W. G. Worcester and two children, Mrs. Wm. and Miss G. Kelly, Mrs. T. O. Schimd and two daughters, Mr. and Mrs. Frank Hadley and son, Mrs. Paul Shoup and two children, Mrs. O. Chilton, Miss L. Fleming, Messrs. R. Deming, H. C. Rea, C. C. Chopp, C. M. Papaz, Chester Crabbe, Geo. Ramsay, Paul Kelly, J. E. Covington, Lewis Ingram, Rev. Father F. L. Meade; for Kobe: Messrs. N. L. Downs, C. D. Harryman; for Yokohama: Messrs. F. S. Gibbings, L. H. Haber, Miss Cheu Norman; for Honolulu: Mr. Kim Ak-ching.

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MAGAZINE

The China Press

大陸報

AUTOMOBILES

SHANGHAI, SUNDAY, JULY 30, 1922

Bruce Hopper Takes Us Through "China's Back Door"

By Bruce Hopper

XIX.

"Lung Kai,
"Still on the Yangtsze
"Sixth Day
"April 25, 6:35 a.m.

"SHOVING off in a few minutes with the same boatmen.

"We were visited last night by the commandant of the military here, who wanted to see our Chinese passports. We handed him the huge parchments, given us in Tengyueh. He was rather decent and civil, merely asking our destination and if we were related to the King of the United States.

"There is a bit of a row going on this morning. Lo-Ma accused the boatmen of being samshu soaks, and therefore untrustworthy in the rapids. The bibblers retorted by calling him an opium furnace, that he was so saturated with drugs that he couldn't tell when he was in a rapid and when in quiet water. And so the war goes on.

"Flash flung a milk tin which he had just emptied to the river's edge. A native of the village picked it up. Down came Lo-Ma with his cooking cleaver. 'Son of a dirty son, all the tin cans belong to me. Give it to me or I will kill you.' The villager released the tin for when Lo-Ma gets that opium stare in his eye he looks like Macbeth on the way to murder. But the bluff stops there. He is old and weakened by drug.

OUR LIBRARY

"7 a.m

"Drifting down the main! I am sorting out the library for the day's reading. We have read a great deal. The only hardship being the blaze of the sun on the page. The assortment runs from Macaulay's essays to copies of the Journal de Paris given us in Tali-fu. I read every word including the advertisements, than which none could be greater compliment to a French newspaper. One gets hungry for French reading. It takes me back to happy years in unforgettable Paris—Paris my only love among all the cities of the earth. We also have the 'Rising Tide of Color' by Stoddard, 'Evolution of the Idea of God,' by Grant Allen and Arnold's 'Light of Asia.' If we finish the library before getting out of the wilds we will memorise the chapters.

"3:15 p.m.

"Rapid 109. We were drenched. I was reading Marco Polo when a big roller surprised me with a barrel of water down the neck. I swore, not at the shock but because Marco Polo should be treated with more reverence by the blustering Yangtsze.

"Gollee! But it's hot! We have constructed a makeshift mat awning to keep the sun off our feet and books. Our feet and legs, necessarily bare because of the water coming aboard, are swollen, red, and terrifically sore. They have burned too fast. At the noon halt the sand on the beach was as hot as melten iron. It actually blistered our feet, in the passage from the boat to a tree and back. We are getting into the great heat belt, a blazing hell.

"Our boatmen don't know where we are, nor do we. There is nothing on the map to indicate our location. There is one goatherd about every fifteen miles but at every one the boatmen stop and ask questions. No one seems to know how far it is to the next town, or what it is called. This is certainly drifting with the current, down to Camelot or the mystic city of Oz, but cheerio! we have food enough for a month!

DOWN TO SHORTS

"We are now entering a rather wild and disorderly gorge. Fine! Getting away from this confounded sun. We are stripped down to shorts and sleeveless shirt. Between the sun and the sirocco wind we almost pass out between eleven and four every day.

"3:30 p.m.

"Passing a high bluff on the left bank, distorted and twisted into horrible shapes. Part way up is a cave and half a dozen naked people are watching us from the entrance. I wonder what they are.

"Night
"Somewhere on the Big Southern Bend

"The sand is blowing by in sheets. We are camped on a blowy beach, 20 feet above the water. The reason for the early stop was because the boatmen wanted to have a look at the rapid ahead. They say it requires a portage. We say it doesn't. So there is a deadlock between the owners and the crew.

"After settling down here in the wind, a couple of natives materialised out of the face of the cliff and proceeded to tell dreadful tales about the rapids below. We cannot figure out where we are. The villagers do no recognise any of the names on our maps, nor can we find on the said useless parchments any names they mention. We know we are still travelling northeasterly, and have not made the sharp turn indicated in the middle of the big southern bend.

"These natives say it is sixty li to the Chin Ya Tan, that is about 20 miles. If the village Chong Ho Hsien is this side of the rapid, as they say, we are still a long way from Chia Chiao Ting. They also declare no boats have ever shot the rapids between here and the northern leg of the big bend. Our Shans declare they will not venture beyond Chang Ho Hsien. However, we still have persuasive dollars to show them.

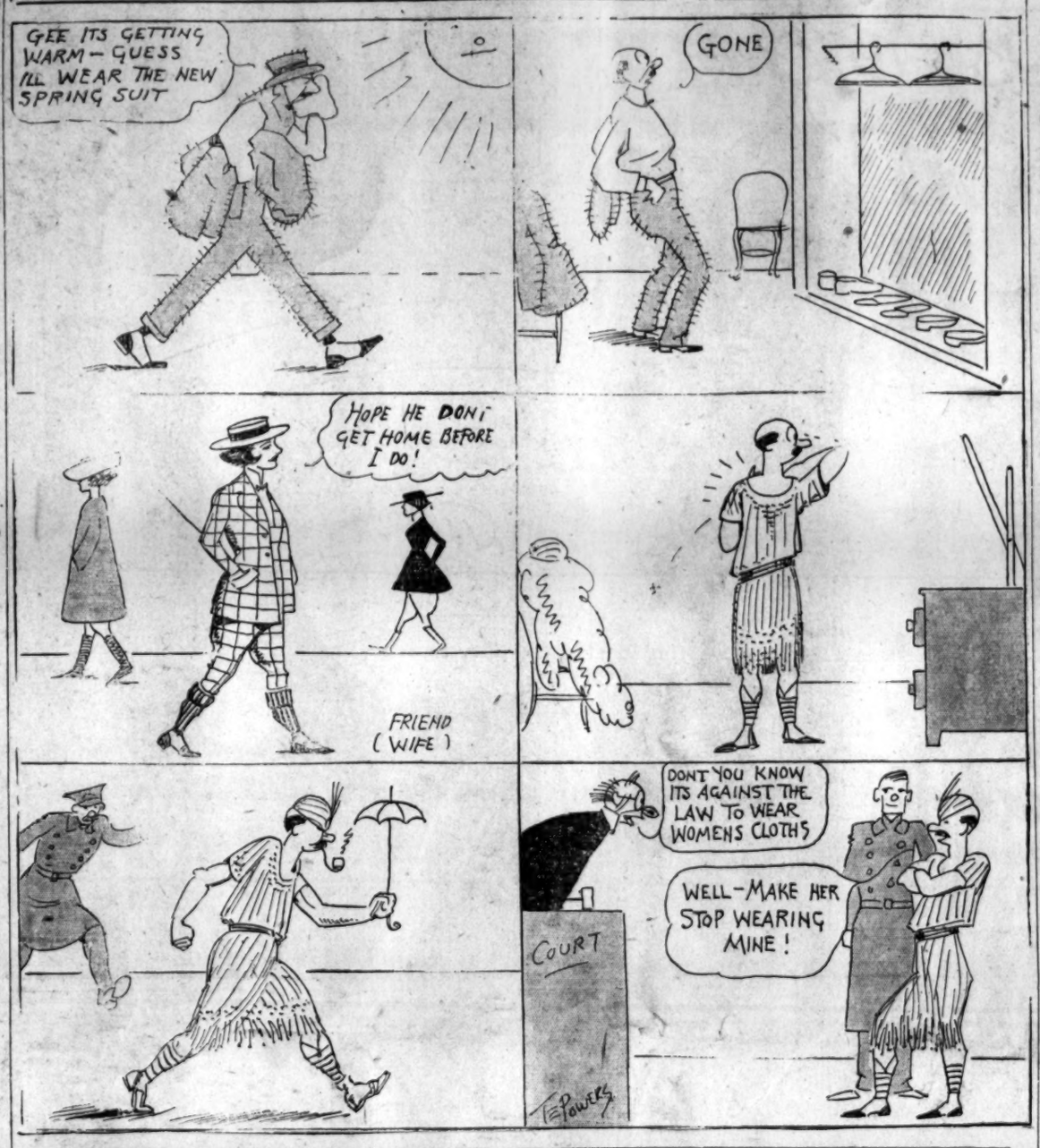
SAND EVERYWHERE

"In the meantime the canyon walls are very impressive in silhouette and forest fires are burning lower down the gorge. The sand has penetrated our food and books and milk and even unopened tins of milk. Rifts have begun to form around the legs of our cots. If the wind keeps up we shall have to be dug out in the morning. Lo-Ma is sleeping in the boat. He, at least, should be mobile in the morning.

"This is truly 'behind the beyond.' We are off the map. We are out of touch with all local or universal information about what lies around the bend, yet the old Yangtsze is gurgling by in the darkness. The moon will not be up until almost eleven tonight. Good old moon! How we miss him!

"Flash and I are planning our menu for the blowout on reaching Chia Chiao Ting (if we ever do). We are now eleven days out of Tali-fu. If we can go through at the present speed we shall have gained three weeks on the fastest mule time. There may be long portages ahead, and we may have to abandon the river altogether. Our plum pudding with brandy sauce has not yet been served, but the unknown continues to be fascinating."

IT'S A GIFT — By T. E. Powers


GEE ITS GETTING WARM—GUESS I'LL WEAR THE NEW SPRING SUIT
GONE
HOPE HE DON'T GET HOME BEFORE I DO!
FRIEND (WIFE)
DONT YOU KNOW ITS AGAINST THE LAW TO WEAR WOMENS CLOTHS
WELL—MAKE HER STOP WEARING MINE!
COURT
T.E. POWERS

The One Fatal Flaw In The Movies

BY JAMES J. MONTAGUE

"No," said the movie manager, shortly, "you can't have no new contract. You're through."

The movie star looked hurt.

"Why am I through?" he inquired. "That's what I want you to tell me; why am I through? Didn't I knock 'em dead all over the country in straight legitimate vodeveel before you was ever anything but a bookkeeper in a celluloid collar factory? Ain't I known through the lenth and breath of the country? What'r you mean, through? I ain't really begun yet!"

The manager looked out of the window, and remained looking out of the window as he answered:

"You're through," he said, "because the pitcher we starred you in flopped. It flopped something sad! The New York boss wires me how sad it was as soon as it hit the East, and to tell you the truth I thought he was wrong. But he wasn't. It was sad everywhere, and me, I thought them gags would be good, and that they'd die laffin' at it!"

"Don't I get no other chance? There's good money in this business an' I'd rather live out here where I get a bungalow than go tourin' with bum hotels to eat and—

(Continued on Page 3)

The Fable Of All That Triangle Stuff

By George Ade

ONCE there was a heavy-draft Employee named Joe. He came direct from the Stubbje to a large Mercantile Plant.

All of the Hall Dancers employed in the Department, with Joe regarded him as Mush-Head because he never watched the Clock.

He was a good deal of a Swozzie, but when the Lean years came and someone had to be dropped through the Hatchway, old moon-faced Joe got his Promotion just when the wise Jimmies got the Sidewalk.

Joe had Plans and they were founded on the most orthodox Dope.

He knew that every Man salted away the Kopecks so that he could provide a Home for a respectable Female.

Joe lived at a Cold-Storage Dispensary. His Alphabet Soup and Bread Pudding were dropped in front of him by the Landlady's Daughter, whose name was Effie and who weighed close on to 153 pounds.

To the unsophisticated Joseph, who had just clumb out of a Hay Mow, she looked like a Combination of Geraldine Farrar in the last Act and Katherine MacDonald.

Joe looked to her like a Bushel of Oats until he began to pull down at the Works, when she felt to the Fact that they were harboring a Live One.

Joe and Effie were married by a cute little Minister and they began the long Hike with the Understanding that she had stepped out from her Station in Life and conferred some kind of previous Boon on the poor Goof.

Inasmuch as Joe had a Berth with a large and growing Concern, and Effie had been accustomed to doing up the Dishes every Evening, he might have done her a lot of Good by tipping it off to her that she was getting no worse than an Even Break.

But Joe never held out for the Fifty-Fifty Clause. He was willing to let it go Ninety-Ten.

He said repeatedly that he was the luckiest Lad in all the World and Effie believed him and began to order Garments.

Joe was strong for that old line of Honey-Drip about the Sturdy Oak and Clinging Vine.

He believed that every Man was put on Earth to be a Getter for the Mother of Children, whether they had any or not.

Effie used him as a sort of Derrick for lifting obstacles out of her Pathway.

He was what any Public Utilities Company would call the Trouble Man.

This arrangement just suited him. He considered it a privilege to be the Typical American Husband.

It was Hard Lines for Effie, sitting in the little old Apartment for Hours at a Stretch wearing principally a Kimono and a lot of Talcum Powder and reading Books that were touted to her by the Lady across the Hallway.

Effie was stealthily approaching the Realm of Literature by way of the Best Sellers.

Up to the time she left the Beanery she was never sure of Anything unless she saw it in the Evening Paper, but before she had been in the Apartment a year she began to have Culture Pains.

Fortunately, Joe's Income grew with her expanding Ambitions, so that after she had been a Bird in a Gilded Cage for Five years, she had two Servants in addition to the Nurse for Gwendolyn, and was pulling Dinner Parties and getting next to a lot of Interesting People who had Done Things.

It never occurred to her that Joe was among those who had shown Class.

He was merely the Provider for what was getting to be an awfully nifty establishment.

No wonder that the Lady who now signed herself Evaleen Frisbie Pilkins regarded him as a

(Continued on Page 8)

The Second Battle Of The Century

By Ring W. Lardner

ABOUT a yr. from whence all us fight experts will be in London or across the old pond as I often call it, reporting the 2d. Battle of the Century between Dempsey and the greek god and I will guarantee my readers to not be late at the ring side as experts that ain't prompt on that occasion will not be able to tell their readers what happened only by hear say.

The English public is use to seeing Carpentier get through with his matches in 1 rd. and they are going to see the same again, only this time Georges himself won't be amongst those that witnesses the finish as he will be studying canvasses at close range.

The terms of this match is that Dempsey is to receive 100,000 pounds and Carpentier is to receive 50,000 pounds. This gives Dempsey a advantage of 50,000 pounds or about the same like he had at Jersey City.

It is said that Jack is scared to death about this match as he dreads ocean travel.

The way this match come to be made was on acct. of the impressive showing which Carpentier made in his fight with Lewis. Everybody thought Lewis would last well into the 2d. rd. but with the referee holding Lewis in his loving arms, Georges cut loose with a terrific wallop that landed on Lewis jaw and it was good night Lewis.

This certainly come like a big surprise to the experts to see a man the size of the Frenchman lay out a man the size of Lewis with one punch as this Lewis is even bigger than Jackie Coogan.

It is a well known fact that if Lewis had of won the match he was going to be matched with Benny Leonard and the winner of that fight was going to be matched with Tom Thumb and the winner of that brutal affair would of been signed up for a brawl with a gnat.

Whereas Carpentier's victory entitles him to a match with Dempsey and the winner of this match will hook up with a super dreadnaught and whoever gets the best of that argument will take on the A. E. F. in one ring. So any way the Carpentier-Lewis fight had came out it was going to lead to one championship match after another.

Jokeing to 1 side some of my readers may wonder why this next big contest ain't booked for a date in the fall instead of them waiting a yr. to stage it. Well friends I ain't been took into nobody's confidents but it looks to me like they figured that maybe in a yr. Georges will of grew up and got his full strength or else that Dempsey would catch some wasteing disease like shingles and loose 30 or 40 pounds mostly off his shoulders.

Or maybe they figure that by that time. Jack will of contracted pyorrhea and his jaw won't be so tough that when you hit him full force you don't break nothing but your thumb.

Or it is just possible that they count on Jack falling in love with Peggy between now and then so that by the time he crawls in the ring with Georges he will be in a mood to drop his guard and say you may fire when you are ready, Gridley.

Jokeing to the other side, if I was stageing the affair I would insist on it being a handicap a specially if it is true that Englishmens ain't got no sense of humor because if they ain't and if they get soaked 20 or 30 pounds for a seat, why they are libel to look up the promoters after the 1st. 10 seconds and shoot them full of gaps.

I would have rules in force something like as follows:

1. During the 1st. rd. Dempsey must remain seated in his corner with his hands in his kimono pockets. Georges is at liberty to knock him out of his chair no weapons barred.

2. If Dempsey lasts 1 rd. vs. this attack, when he gets up for the 2d. rd. he must keep sucking one thumb and use the other hand, to wave to friends in the audience. Georges is free to wear spiked shoes and use all his limbs.

3. If the fight extends into the 3d. rd. Georges who was a aviator during the war, has the privilege of flying over the ring and dropping bombs. If he misses Dempsey and kills anybody in the audience they can get their money refunded at the box office.

4. If the fight goes into the 4th. rd. the man that strikes the 1st. blow will be declared the winner. By this time Dempsey will probably be bored enough to fall asleep.

These kind of rules might even up the match and then of course they's always the possibility of it being foggy in London so that Georges might be invisible wile you couldn't miss a big hulk like Dempsey.

But anyway it is bound to be a great fight and pretty near ½ the spectators will be of the sex that has got intuition. It was their intuition that told them Georges would win the last time and they will be there pulling for him again. You can't fool a woman's intuition all the time. Only 90 percent.

However, if the greek god don't cop this time, why it is the present plan to match him up in a fight with a nit and if he gets the best of the nit, why that will qualify him for another whack at Dempsey. This bout will be held in Berlin 3 yrs. from now and after that the schedule will take the 2 boys around the world moveing from west to east with bouts at 2 yr. intervals which they figure will give Georges time to get well.

Great Neck, Long Island.

French Park Provides Cure For Nostalgia

By Irene Corbally

SHE was young and French and but newly arrived in Shanghai from her dear Paris. And she was lonely, for she missed the wide sweep of the boulevards, the magnificent vistas of the Napoleonic planned city, the *grands eaux* at Versailles of a Sunday, the pretty precocious children playing in the Bois de Boulogne, and the music in the Tuileries Gardens.

He was also young and newly arrived in Shanghai from New York, via Paris. So that while he felt right at home in Shanghai where they tear up the streets as often as they do in New York, and where a detour is as frequent as a Ford there or a ricsha here, his brief acquaintance with the charm of Paris helped him to understand how she felt.

They got the street habit together. Whenever he felt twinges of nostalgia he'd haunt the newest excavating exploit of the P. W. D.; whenever she heard the call of Paris, she would walk up and down Avenue Joffre, penetrating even to the odorous beginning of Rue du Consulat, and ask the Annamite policemen superfluous questions of direction which she never meant to follow, just for the sake of hearing her native tongue spoken, even with a French-Indo-Chine accent.

C'EST PARFAIT!

Then one day somebody told the lonely pair about the French Park which she had heard of as Koukaza Gardens and hadn't recognised as French under that mellifluous title.

So she and he wandered down to the French park one afternoon. They entered it from the narrow gateway on Rue Moliere, where the path winds around past the rock gardens, and the vine-covered summer house perched atop a hillock, so that the shining silver undulations of the baby brook glimmered before them in the afternoon sunlight, and beyond, the end of a perfect vista, stood the long, low tan and red building that is the French Club.

"C'est parfait!" she exclaimed ecstatically, clapping her hands, her eyes shining. "Why it is a miniature Versailles," he declared emphatically.

And to the Shanghai-bound French patriot and the Shanghai-bound of other lands who can appreciate beauty even more fully when it is a really near neighbor of ugly squalor, the French park stands as an evergreen monument to the perfect beauty of the Gardens of Louis and Marie Antoinette in that distant land where beauty is the rule and not the exception.

In one afternoon the girl had her glimpse of Versailles, a miniature vista that recalled her homeland, the chubby Shanghai prototypes of the little French children in the Bois, and lilting music in the open air that to her brought back to her in a vivid rush of remembered sights and sounds, the dappled shadows of the Tuileries, in the late afternoon sunlight, the light pluck-pluck of cello and tinkle of stringed instruments in the hands of sturdy, wholesome musicians who, somehow, always seemed too rosy and wholesome to evoke airs of such a delicate lightness and frothy tone beauty.

ALL SEASONS BEAUTIFUL

It is difficult to say just when is the most beautiful season in the park; whether in the spring, when the grass is a lush green and the beds of flowers embroider that green with a vividness that, because it is of Nature's pigmentation, is yet as refined and mellow as a piece of Chinese embroidery from an Emperor's palace, or whether now, when the colors are the scarlets of summer, and when a golden heat haze hangs continually over the park.

For while spring offers more to the eye in the luxuriance and mass of blooms and their variety of color, the summer brings in lieu of the sea of color and perfume, the daily concert which anyone may hear simply by drawing his bench close to the hedge by the tennis courts and listening to it as it pours out goldenly from the stringed orchestra on the verandah of the club.

Not for club members alone is this flood of melody; true lovers of the simple pleasure to be derived from just "sittin' and lis'nin'" go to the park afternoon and evening alike and avail themselves of the pleasure of the music, a pleasure that is heightened, indeed, by the exquisite softening of the tones as they are wafted through the kindly distance which eliminates all harshness and clatter of China and conversation at the source of the music and leaves only the sifted strains of pure melody for the listeners on the lines.

TENNIS AND KIDDIES

In between airs, on an afternoon, there are the numerous tennis games to watch. Tennis of all sorts and conditions is played at the French Club, a game ranging from the kind seen in Sally's first service to the expert touch and go of Shanghai Tildens and Lengiens.

And nearby is another section of the park for Shanghai kiddies. It is reminiscent of that particular children's paradise of Paris in the gardens off the Champs-Elysees between the main road and the Elysee, where they roll their hoops and spin their Diabolo spools and ride on the horses of the minute "round-abouts" turned by hand, and watch the marionettes in the tiny open air Punch and Judy theaters.

However, it is at night that the park becomes a veritable open air theater, with the French Club glowing in its squares and rings of lights in the immediate foreground as an elaborate stage set. It is from this glowing heart of subdued light that the dozens of listeners in the dark, mere white blurs against the foliage of the park, drinking in the perfume of the summer night, are treated to a symphony concert pouring into the darkness from the light, that makes the park a rendezvous for music lovers at night and on Sunday nights, especially.

In is the French Park and Club, without doubt, centering as they do in the social life of the Shanghai French and emblematic of a certain very wholesome portion of French national life, that make the Shanghai French at least content with absence from the land from which no French man—or woman—ever really goes willingly.

When You Travel

by

Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

By LADY DUFF-GORDON.

("Lucile")

ARE these not perfect days to be at the shore or mountains? To leave behind the town and all its amusements for the quiet of the countryside? And whether you motor or travel in the Pullmans of your very excellent railroads, let me beg of you to choose appropriate and modish togs for your journey.

The woman of culture is recognized among tourists because of the suitable costume she selects for travel wear. On the Continent the three-piece suit is the accepted standard in travel garb.

Let me tell you, my friends, of the smart suit I have designed from silk poplin, that clever corded silk that sheds the dust so easily. It begins with a becoming frock of quaint fitted bodice and full sweeping skirt. A fine line of compromise is to be noted in the transparent band of pleated chiffon at the bottom, which makes the skirt neither long, nor yet a short one.

The drapery at the sleeves lends beauty and grace to the frock without adding the least warmth, and makes one quite presentable when one stops for luncheon or tea during the journey.

You will welcome the little jacket, I am sure, that I have fashioned to accompany the frock on its travels. It is merely a petite cape to throw about the shoulders, and the collar is elongated into a becoming throw scarf, heavily tasseled in silk. I have added a few buttons at front and corded the edges, and, voila! it is complete.

You may select either of these interesting hats to top your travel costume. The one worn with the suit is of silk poplin and turned back at front to let you gaze upon new landscapes.

The other smart hat is created of candy straw, split at intervals and run through with gros-grain ribbon. The striking javelin of straw at front lends it a certain chic.

FASHIONS -:- White Organdie Trimmed With Gay Rose Embroidery Is Attractive Frock

White organdie trimmed with entre-d ux and gay rose embroidery joined makes a delightful afternoon frock. The kimono cut sleeves may be trimmed with two narrow butter color lace frills, and a sash of white organdie ties in a large soft bow at the side. Green and white checked gingham makes a smart sleeveless frock for street wear. With it maybe worn a cream voile blouse, which may have short or full bishop sleeves, banded with bias strips of gingham.

Since the corset has returned to favor, one naturally asks in what guise. It was never so entirely discarded by the American woman as it was said to have been by her French sister. But its revival by both and what effect its removal had, and its revival will have, upon the female figure, are questions of interest to all those who care to see the Glass of Fashion again reflecting the Mould of Form.

Not that we are likely to return to cold steel and hot buckram any more than to the thirteen-inch waist and iron stays of Catharine de Medici's reign; but if our figures, particularly as we pass the slim years of indiscretion, are to keep that nymphlike effect demanded by the long straight lines of the Greek dress or the clinging folds of statuesque drapery, we must keep them shapely as well as supple.

The present day silhouette is greatly dependent upon the under outline for its grace, and the under outline, unless of youth and unusual slenderness, is dependent upon some sort of corset. This seems now to be generally acknowledged.

The modern corset helps the figure to simulate a perfect ideal without painful constriction. It ranges from the very long drawn-down corset, the top of which comes sometimes just to the waistline and sometimes a little above, to the very narrowest of low placed girdles. It is a lightly boned, firmly made garment, not intended to contract the natural lines of the body, but to hold them consistently in the way they should go. There has long been a particularly pliant sort of corset designed for sport, but now all corsets are pliant. "Very few bones" is the order that has gone forth, but the arrangement and quality of them do more for the figure than any steel cased corselet of old days.

For young girls ,and no matter how reedlike are the majority, there are special designs. Sometimes these appear in fine elastic girdles which clasp in front and have no lacings; sometimes in those without openings of any kind and into which one has to step. Either is firm enough to support a youthful waist and keep flat a youthful adbomen. A slight medium figure gains perhaps a more graceful silhouette with a low corset, very little but very well boned. A woman of large figure does better with what might be called a "tailored" corset, which does not go above the waist line, but extends well down over the hips and gives the flat back line necessary to the successful wearing of present day garments.

The evening corset is most important. It must not only give the long flat lines demanded by the draped gown but support the waist in the back, while admitting an extreme decolletage to those who favor this mode. Good taste in color almost always suggests white or the palest shades of pink, blue or mauve for the evening, and indeed for usual wear.

Fabrics for the modern corset may vary, but it would be safe to say that the body of it is usually of brocade, satin or tricot. Elastic is very much used for the gussets and insertions, which give freedom wherever freedom is necessary. For the whole corset, however, elastic has been found to lack stability, and some manufacturers have used suede successfully. This is a material which does not stretch unduly. Yet, elastic, introduced in the most surprising ways and the minutest quantities, has effected results one would hardly have believed possible. But, with all their ability to present a woman's figure as it should be, these complicated sounding arrangements are most simple in design and material, following that high simplicity which is the basis of all good dressing in the present day.

Brassieres have come into greater prominence than ever by reason of the flat bodice indicated by fashion. There must be no break in the line between the top of the corset and the top of the bodice; no ridge or ripple must mar the smoothness. It is the duty of the brassiere to prevent this. The scale runs from the high cut, heavily woven boned brassiere for the large woman to the smallest of evening dress contrivances which tapers away to a mere unobtrusive ribbon in the back.

With such a wealth of charming choices in both corsets and brassiettes to say nothing of their go-betweens it would be odd if the most fastidious woman could not find a combination to suit her. And the most fastidious woman will soon find, if she has not already discovered it, that not to do so will be a detriment to herself, her figure and her clothes.

With the hot summer weather the tub frock comes into its own. A smart gown is in violet and white striped gingham, cut on straight lines and trimmed with bands of plain matching gingham. The narrow girdle is of the material placed crosswise. The simplicity of this dress makes it quite as appropriate for city wear as for the country.

A small white hat with the dress is trimmed with mauve ribbons in two tones.

A plain Rodier dimity fabric, ecru with a red and blue plaid line, is one of the summer's smartest cotton fabrics. The skirt is a succession of parallel tucks, and the rosettes at the belt and the streamers are of red and white moire ribbon. To go with it a natural leghorn hat is a modified sailor and has a scarf of tan and blue crepe de chine swathing the crown.

The gingham frock makes it possible to be both smart and comfortable in hot weather, which is the secret of the summer wardrobe. One in mind is made in plain rose gingham, trimmed with bands of rose and white striped gingham. It is cut on chemise lines, with no fastenings of any kind. The narrow girdle of black lacquered ribbon is unattached and ties with long ends. This same black ribbon in a narrower width trims the hat.

No woman can resist the lure of the sport blouse when summer comes over the horizon. She is content with the one piece frock and with the fur or cloth wrap as long as the wind blows cold. But hot weather needs variety in raiment as in food. One is restless under a schedule. Nature rids and abets the restlessness by demanding a large number of clothes simply to keep one clean.

It is for this reason more especially than any other that a woman's eyes and mind turn to the blouse instead of the one piece frock when she really faces warm weather.

As coat suits were launched with success in the spring, graceful and ingenious blouses came along with them. None of these are what they were. The homespun or tweed coat and skirt with its fabric belt is wearable, yes, but it is not the type of thing that the well dressed woman chooses for afternoons in the country, for hot hours in shops, or restaurants.

We like the new jackets and skirts and we want to wear them. We like their crinkled fabrics, their short youthful jackets. So we buy them.

The next step is to get sufficient blouses to give the suit variety. Every woman does not believe in a variety of designs and colors in the blouses that are to go with her suit. She wants many for the sake of cleanliness and different fabrics for the sake of amusement. But if she likes white or beige, stripes or polka dots, she is apt to make up four or a half dozen blouses in the one color and design. She changes the fabric in each.

This is a new movement in dress that began in Paris two years ago when simple crepe de chine frocks were made the success of the year by Vionnet, the dressmaker who will not sell to the American trade and whose gowns can be bought in most American shops.

Not every woman wears a blouse under her jacket. You may think she does. She may want it to appear that she does. But if she were suddenly compelled to take off her coat, you would find her with bare arms. She has on a waistcoat.

This is a comfortable way to dress, providing the waistcoat has a back to it, and sufficient sleeves to hold shields. No coat is so costly or so self-respecting as to avoid the chance of retaining unpleasant moisture.

Russia has influenced many of these waistcoats. By Russia one means the whole Slavic movement in costumery; a movement which should be carefully considered before indulging in it with too much enthusiasm.

America should do as France has done—eliminate or repress crudity of coloration. This will come with time. The Slavic costumery offers so much that is entrancing. There is no reason to think of it as just one thing in one pattern. The designers are studying it out. After a while we will wear clothes that have been copied from the time of Peter the Great and not know we are doing it. They will be so different.

Whatever is resplendent in a waistcoat belongs to the French nation. It was their waistcoats that Peter the Great introduced into the Court of St. Petersburg. The Boyars were indignant over the change, as they did not want to wear French costumery. The waistcoat had its influence, however, throughout the country, and many of the Russian garments show the brilliant front panel on one unbleached muslin or colored cotton foundations.

The sport coat as we will wear it this summer is not a reminder of the French court. It reminds one of the crude Russian work. From that source comes the present waistcoat. It is not shaped. It is merely a panel belted from the back. If it is shaped into the figure and fastened double breasted, it does not go with the scheme of things.

It can be made at home of unbleached muslin, which has come into high fashion through the Slavic source. The cross stitch is as simple as a sampler. Coarse linen is substituted. Crepe de chine, with a ribbon design, is effective.

It did not need Pearl White to start a revival in Paris to introduce ribbons. The magnificent costumery for her all fated performance, prevented by fire, was a glorious advertisement of ribbon in all shades and textures. We have known the availability of ribbon work for years. We are beginning to exhibit what we know.

The woman who runs small designs of half inch or inch ribbon on crepe surfaces can make herself a waistcoat, a blouse or an entire frock before she finishes with the idea. For the idea is good. It is something that has come out of the eighteenth century to stimulate our fancy work.

There are women who take off the coat when they come under a roof, no matter whether the house is their own or a public restaurant. They do not like the feeling of a jacket when they are not in the street. Such women accept the over blouse, but they must be careful in choosing it in a length that does not interfere with the short jacket.

The French tried out the ornamental blouse that came below the coat to form a tight hip band, which was plainly discernible below the flare of the coat. The idea did not catch on in this country. Women did not like it. So today the blouse is made as long as the jacket, if it is to be worn over the skirt, but no longer.

The kind that tucks under the skirt is worn by slim young things or by women who retain their jackets as an essential part of the costume. Such revealment of the middle aged waistline is not very good.

There is still an insistence, and a wise one, on the long tunic blouse that has enough formality about it to turn a skirt into a costume. These are built with wide three-quarter sleeves, a loose string girdle and a deep band at the hem. The new ones have the neck that is open well down the front, finished with a rolling collar.

The long blouses are divided into two classes. There is the ornate one, which is not headed as blouses were last season, but is braided or has insets of lace. There is the sport one, which has no trimming except binding in a color that is a sharp contrast.

Crepe de chine, heavy satin, knitted wool fabric and a thin wool jersey are the fabrics chosen for the sport blouses, and crepe georgette, ribbed silk, crepe de chine and heavy linen or cotton lace make up the formal blouse.

The One Fatal Flaw In The Movies

(Continued from Page 1)

sleep in. Maybe you'd give me another chance."

"Not after such a flop as that. You're through, I tell you. I don't know why the thing flopped, honest I don't. You was funny to me, an them titles they give you was funny—funny as anything the guy that wrote 'em up ever wrote. But it was a flop, an' this company ain't goin' to get celebrated for puttin' flops. Not while I am boss of these works."

The actor strode to the window and looked out. Then he strode to another window and looked out of that. Then he strode to the manager and looked at him. And this explanation of his failure flowed out of him:

"I know why it flopped," he said, "and I'll tell you why it flopped. And every really funny comedian in the business will flop for the same reason, now that people are getting used to the pictures and don't stand on their hind legs and cheer just to see a railroad locomotive coming out toward the audience or a guy throwing a baby off a ferry boat.

"It flopped because the pictures cannot interpret real virile humor. It flopped because there is no means of getting our best impromptu stuff over, because the pictures can the drama and sell it in cases like tomatoes, and what is in it cannot be changed to suit the mood of the creative comedian who can adapt himself to his audience.

"You know that line about 'I just took a lady to an automat in Tuckahoe?' Well, that was always a knock-out in Mount Vernon, which is right next to Tuckahoe, which is a laugh because it's got a funny sounding name.

"If you could have changed the picture every place it showed, so that I could have said 'Painted Post instead of Tuckahoe when it was in Rochester and Oskaloosa when it was in Des Moines it would not have flopped. That line alone would have carried it!

"You movie managers haven't any idea how hard we comedians work to get that local stuff, how we pore over railroad timetables, studying geography and talk to hotel clerks about who is the head of the Elks and Eagles and who is the chief of police and the richest man in the town.

"All that stuff gets over big. Put it into a celluloid can and what becomes of it? It loses all its savor, that's what becomes of it. It goes dead on us.

"Why, I've had a two-day engagement when I was on the small time extended to three weeks and every performance a riot simply because I got new local names into my lines every trip. What can you do in a small town when you can only use names that the audience hasn't heard of, even by word of mouth?

"This picture flopped, and every good comedy is going to flop for the same reason. The audience can't get us—they can't understand our stuff when it happens to be the same for every town.

"How can a man on the stage make cracks about the bald heads in the audience or kid the ladies that come in without taking off their hats, or come back at the smart-aleck kids that pull wisecracks about who is the head of the Elks and Eagles and who is the chief of police and the richest man in the town.

"That's what got me a big rep. That's what gets all us inspired comedians our rep. We're too good to be put in cans and sold out around the country.

"What you need in this picture game is not so much of this two-gun rough stuff, they're used to that. It ain't so much of this sex stuff; they're getting off of that, and they're getting off of it faster, since your big stars began putting it in their private lives and getting the wrong kind of publicity on it.

"You've got to make your films flexible. You've got to have little studios in your distribution centers where the artist can bring his bright, original stuff and have it cut into the films.

"That's what'll save you, and it's the only thing that will save you. New York is so big that you can get the local stuff for it out here, and send it along, but the New York stuff is a bust in Kaukakee, you can bet on that.

"As for me, you didn't need to refuse me another contract. I'm going back to vodevee. Personality and the art of getting up your own stuff impromptu counts there. I'm lost in the movies. I knew I would be. I'm sorry I ever went into it."

HOW TO "GROW" A NEW COMPLEXION

These are the days of "mustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant; we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, but old age. There is talk of rejuvenating human beings by the injection of animal glands, but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

SCIENTIFIC BEAUTY.

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now universally obtainable, gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and a clear youthful complexion can be preserved to any age. (Advt.)

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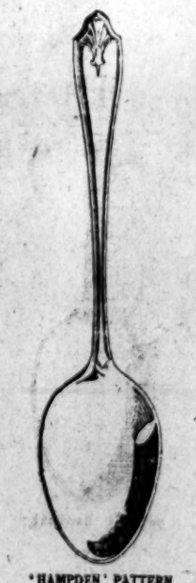

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AUTOMOBILES

SHANGHAI, SUNDAY, JULY 30, 1922

Predict A Decline In Retail Sales In America

Number Of Spotty Sections Increasing, Say Makers; Capacity Output For Another Month Is Assured

Detroit, June 30.—Indications that retail sales of automobiles are due to fall off in the near future is found by factory executives in the increase in number of spotty sections and the appearance of some sections in which business has shown a decided falling off. To this time, however, the losses in some sections have been overcome by increase in others, so that factory production for at least another month will be close to capacity.

Southern districts are showing the greatest decrease in business at this time, owing largely to the warm weather, which has always had the effect of lowering demand. This is not general throughout the South, however, as some sections are maintaining very brisk buying, this being especially true in Tennessee and North Carolina.

Industrial cities in the East and Middle West which have been slow in overcoming the after war depression, and which have been affected by the strike and other causes, are showing recessions in sales, in some buying having come to an abrupt halt. Other industrial cities which have been favored with good business throughout the year continue to absorb cars steadily. Many of these good and bad spots are located within a few miles of each other, as for instance Baltimore and Washington, the former falling off, the latter increasing.

Buying in the farm districts to this time has for the most part come from professional men and business men in these districts rather than from the farmer himself. The real farm buying is not expected to get under way until August or September, when the turnover of crops begins.

Manufacturers do not look for a severe falling off during the summer, but take the attitude that if there is an unusual drop in sales they must trim their policies so as to meet a lighter business than ordinarily was to be expected in the fall. A sharp drop in the summer will be interpreted as a warning against expecting too large a volume of buying in the fall.

Almost any sort of buying will bring the industry to a point where it will exceed the business of 1921, and fair business for the rest of the year will mean a very profitable year for the industry as a whole. Many leading companies have done more business in the first six months of this year than they did in all of 1921. With good normal business in the summer and fall months the industry will create a new yearly production mark, the total of 1920 being already within reach of most leading companies.

A leading sales executive declared that the buying of the year has been due more to a belief on the part of general business that good times were coming, rather than that they were here. He takes the position that there had been little buying on the part of the conservative business man and worker, and that this business will manifest itself in 1923, when the other industries of the country are on a more stable basis.

There will be no reduction in operations by parts companies in July, the month being required, officials assert, to catch up on their orders. There has been no reduction in commitments from automobile makers to the leading unit parts makers, a condition that indicates that the month will see practically as many cars made as in earlier months of the year.

There are probably a dozen manufacturers of cars in the higher priced field who are experimenting with lighter cars at this time, and there is a strong probability that in a number of these cases new light models will be introduced. As built, they would be similar to the large cars now bearing the names of these companies, but would have lighter construction and be of smaller appearance and design. The appearance of these light cars will have an important bearing in keeping these companies in the forefront of the industry.

American's Automoble Industry Uses Large Amount Of Raw Products

That the automobile industry is one of America's largest is a fact well known by this time, but an analysis of the industry and its consumption of raw materials is interesting in that it throws light on just what proportion of America's raw materials goes into cars and trucks. The following, compiled by the National Automobile Chamber of Commerce, is the latest information available.

Iron and steel, tons	1,464,000
Production of iron and steel, 1921 (Iron Age)	36,150,000
Percent used in manufacturing cars and trucks	4%
Aluminum, pounds	**43,250,000**
Production of aluminum, 1920 (American Metal Market)	198,000,000
Percent used in manufacturing cars and trucks	22%
Copper, pounds	83,425,000
Production of copper, 1921 (Survey of Current Business)	510,000,000
Percent used in manufacturing cars and trucks	16%
Tin, tons	12,310
Total consumption of tin, 1921 (American Metal Market)	60,000
Percent used in manufacturing cars and trucks	20%
Lead, tons	9,670
Production of lead, 1921 (American Metal Market)	390,000
Percent used in manufacturing cars and trucks	1.7%
Nickel, pounds	3,400,000
Leather, upholstering, square feet	37,165,000
Total production of upholstering leather, 1921, estimated by the Tanner's Council at 54,000,000 square feet, but of which only 35,000,000 square feet was suitable for upholstered automobiles	
Upholstering cloth, yards	5,357,000
Imitation leather, square feet	88,400,000
Lumber used in manufacturing cars and trucks, feet	313,800,000
Glass (mostly plate glass), square feet	16,500,000
Production of plate glass, 1921, approximately	55,000,000
Percent used in manufacturing cars and trucks	30%
Top and side curtain material, yards	13,330,000
Hair and padding, pounds	16,000,000
Paint and varnish, gallons	5,000,000

Much Required Of Engine Oil

Lubricate—to make smooth.

This is Webster's definition of the word, but according to the New York Lubricating Oil Company, refiners and distributers of oils and greases, it far from expresses the true meaning.

"While it is true that lubrication does make smooth a bearing or other surface carrying a moving weight," says an official of the company, "considerably more is expected of lubricants used in an automobile.

"Take, for instance, the case of engine oil. In addition to keeping the main and connecting rod bearings smooth and free from friction, engine oil is called upon to stand high heat, often for long periods of time. It must keep its body and under no circumstances break down, otherwise there will be repair bills to be paid.

"Engine oil is also subjected to dilution with gasoline, which squeezes past the pistons, and yet it must, even when the car is driven fast, cling to the cylinder and piston walls, allowing the latter free and easy movement. Only the best types of oils retain their lubricating ability when run for any great period of time.

"Engine oil is also subjected to contamination. Dust from the road is sucked through the carburetor into the cylinder chambers, where it becomes mixed with free carbon, and ultimately finds its way into the crank case and oil reservoir. The poorer the oil the more trouble that will result from this source.

Essex Motors Absorbed By Hudson

A consolidation has been made of the Hudson Motor Car Company and the Essex Motors, which heretofore have been independently operated, although controlled and managed by the same interests. The name, "Hudson Motor Car Company," and the same management, which has developed the two organisations from inception to their present enviable position in the industry, will be retained.

During the twelve years of its existence Hudson has sold 170,000 cars. The Hudson and Essex plants in Detroit at the present time are operating at a record rate, producing 250 cars per day of the two makes. The Hudson schedule this year calls for 24,000 cars, with the total volume of business estimated at $35,000,000. Essex is working a 25,000-car schedule for a total volume of $20,000,000. The estimated total Hudson and Essex business for this year, therefore, is set at $55,000,000.

The men who have developed the Hudson Company and who continue in their official capacities have been identified with the industry for over twenty years. The company was organised in 1909 by a group of men who had been identified with the old Thomas car, Consicuous among whom was Howard E. Coffin, who was credited with the design of the car that came out with the triangular trademark, now known the world over, and Roy D. Chapin the present president, who succeeded him in that capacity.

It is said that the Essex was put out by its manufacturers to make good on its own merits and not to stand on the success of its big brother, the Hudson, and now that the little four-cylinder car has proven itself without a doubt, it is fitting that it occupy an equal position with its larger companion, resulting in the Hudson Motor Car Company absorbing the Essex Motors.

MANY CHANGES IN MOTOR CARS

It is hardly to be expected that in the next five years we will have the degree of progress shown in motor cars equal to that of the past five years, says an official of the Willys-Overland Company.

"That there will be continued improvement goes without saying, but it will be in the development of greater endurance and in simplifying and standardising of construction that there may be need of fewer repairs and adjustments," he explains.

"A car owner today expects more than he did five or ten years ago. He has a right to expect more, and he is disappointed in his purchase if it does not come up to his expectations, for the time has long gone when he looked for trouble in the driving of his new car.

"There is already a strong leaning toward economy in fuel. This will rapidly increase as the highways improve. It looks now as if the design of the present-day motor car could find but little improvement, for in the most recent past the design has been the primary consideration. The earlier years were almost entirely given over to the engine.

"The paramount object in the first cars was to make them a mechanical success. There was little art in those days. Perfect lines and symmetry of body are today of the greatest importance, and, indeed, that art has left but little to wish for in the way of grace and beauty.

"Whatever changes we may have in design during the coming years will be according to the demands of the public. There have already been a number of expensive experiments which have turned out as failures, because the results did not warrant the expenditure and the manufacturer realised the folly of such departures.

"It was an old policy that built motor cars only for rough road work, which necessarily required a stiff, hard-riding spring. The new type combines easy riding qualities with the endurance needed for hard and rough usage."

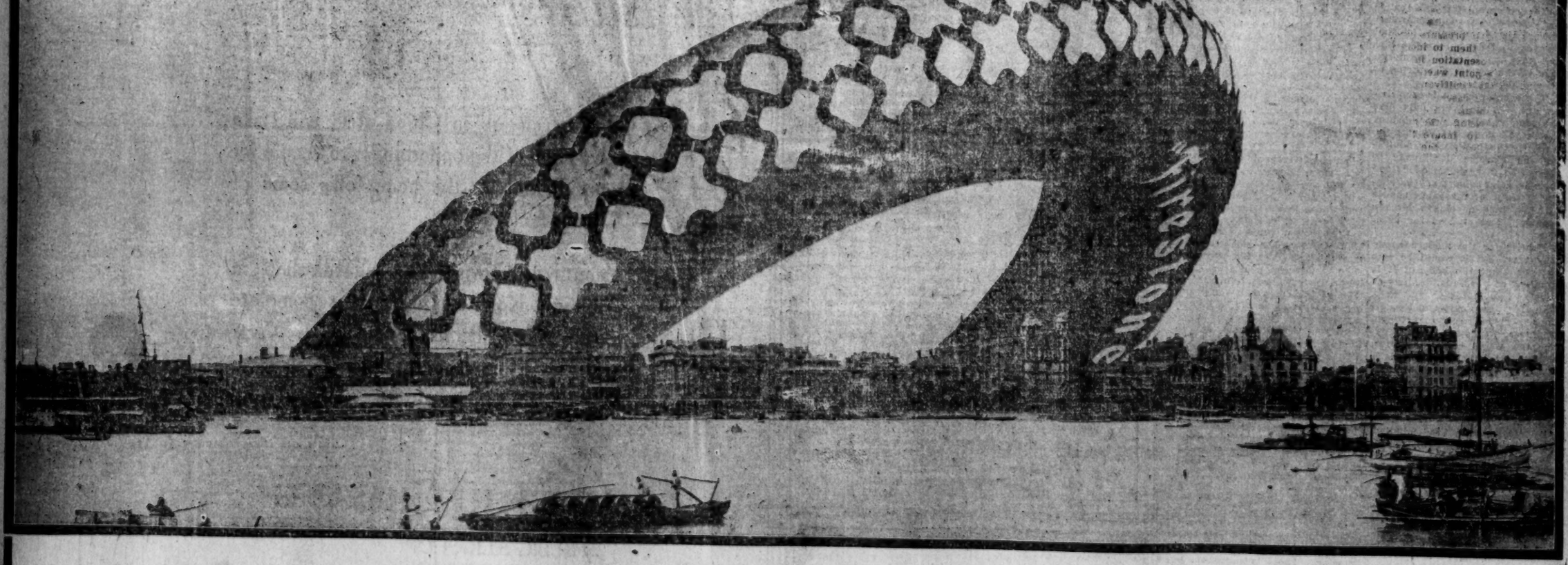
Buyer Of Today Is "Motor Wise"

That automobile buyers are today giving much greater consideration to their purchases than ever before is the opinion of William J. Richardson, San Francisco motor car dealer.

"In these days of financial economy," said Richardson, "the purchase of an automobile is looked upon as an important investment in transportation and is not done in a haphazard way. The shrewd buyer considers many things besides appearance. He wants to know something about the standing and manufacturing facilities of the factory that builds his car. He wants to be satisfied of the financial and moral responsibility of the dealer who sells him the car. He realises that the purchase of the car does not end the transaction. After a while he will need service and he wants to know something about the facilities of the dealer from whom he buys the car to give him the service he needs. Not only does he consider the service he can get locally, but he wants to know whether the same kind of service can be had in other cities where he might find himself.

"A few years ago the average motorist knew much less than he does today. Nowadays they are 'motor wise.' Often the customer knows more about Studebaker's manufacturing facilities than do our own employes and they have a knowledge of mechanical matters that is unusual."

The Mileage Rainbow Over Shanghai



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June Proves Record Month For Parts Makers

Detroit, June 23.—Indications of manufacturing schedules in July are that there will be a 20 percent reduction from the present volume of output for the industry as a whole, but many companies will continue manufacturing at present speed. With some companies there will be an increase over earlier spring months, but these will be companies which have been delayed in getting into production and which built up a large number of orders pending production.

The speed at which leading unit parts makers are operating is a good indication of the volume of cars which may be expected to be built in July. With the parts makers June probably will be the greatest month of the year, some companies declaring flatly that it will be the largest production month in their histories. This is due to the fact that they have been handicapped up to this time by shortage of material and labor, and also underequipped for the tremendous demands imposed upon them.

Car makers using these parts will feel the effect of their heavy production in July and will be manufacturing at capacity to keep up with their deliveries and prevent the piling up of stock There is little doubt of their ability, however, to turn over their finished cars as rapidly as they are in receipt of materials, and they will probably operate for at least the summer months upon orders already on their books. In the fall they probably will have to look to new business to hold up their production rate.

There continues to be a shortage in cars of standard make and dealers are continuing to sell on a long-term delivery basis. In open models this extends in most cases from two to four weeks, and in inclosed models orders the delivery basis is from four to six weeks. This indicates a capacity business in the standard lines until at least August 1, and there is every indication that the pressure of business will be maintained through to September.

The demand for inclosed cars through the spring has been phenomenal and entirely beyond the anticipations of manufacturers. With the season well advanced into the summer, there not only is no decrease in the inclosed car demand but it is showing increases. This is having a tendency to slow down actual production figures owing to the more delicate structure of the inclosed vehicles, but is resulting in a much higher monetary turnover for the factories and is largely responsible for increased earnings.

The movement to increase dealer representation throughout the country of all important companies is continuing and much attention is being given by executives to this work. Distributors formerly holding exclusive retail territories are having pressure brought to bear upon them to increase the dealer representation in their territories to a point where it may be intensively cultivated for sales. In some cases the factories are assuming the responsibility for increasing their sales organisation to insure the thoroughness with which the territory will be covered.

Used cars are moving rapidly in all parts of the country as a result of the shortage in new cars and it has been found no longer necessary to set up bargain prices to move them. As a matter of fact dealers taking in exchanged cars find themselves in a position for the first time in several years to sell them at a profit. One retail branch of a leading factory, unable to get new cars in quantities sought have gone into the used car business on an extensive scale and report sales as high as 500 monthly.

Several new models are promised for introduction by standard makers in the next thirty days. These, for the most part, will represent changes in body lines only and will not require extensive change in factory equipment. Some mechanical refinements will be involved, but as those cars have been among the foremost in performance it has not been found necessary to make any radical changes. The body lines will follow the conventional low appearance, with additional features designed for riding comfort.

Truck business is showing steady gains in all parts of the country and factories are gradually reaching large production schedules. With the wiping out of former material commitments and the increases in production marks there will most likely be some slight revision in prices downward, but there will be increases by some companies whose former prices were lower than actual manufacturing costs would warrant.

Increases in the use of busses in all parts of the United States is having an important part in making better business conditions in the truck industry, some companies which have specialised in bus chassis design enjoying a large measure of their sales from this source. Trucks for industrial use are also coming into a much larger demand than formerly, resulting in a general strengthening all along the line.

There is a three months' supply of coal in the district, so no disturbance in manufacturing schedules is anticipated from this source.

Auto Plants Hum

"Detroit seems just like the old days," said A. P. Nute, president of the Nute Motor Company Hudson and Essex distributors.

"One might almost be justified in stating that a boom is on in Detroit and in the big automobile manufacturing centers of the East. The month of May was the greatest month in the history of the automobile industry, with no exception, and there is every reason to believe that June will eclipse May.

"Every factory manufacturing a standard make of car is running at capacity production, many of the factories are running the greatest production they ever reached. Hudson and Essex production has been at the rate of 6,000 a month and factory officials expect to reach 7,000 this month.

"This seems to be a year for standard makes and the buying wave all over the country has concentrated on those makes which results in the conditions back at Detroit. As the demand this spring has far exceeded all expectations most factories have been struggling to catch up with orders. When last winter, the spring production programs were planned the demand of 1921 was taken as a criterion. Then along came spring and the great American public began buying automobiles in such quantities that in a very short time the factories were back to the condition of car shortage that prevailed during the war.

"But there is one thing that is decidedly different from the time of car shortage during the war and that is that every automobile turned out now by standard makers is better than ever. In spite of the fact that factories are running at capacity the labor situation is good, labor is very efficient and very capable and the work being done now is high class workmanship. Our case here in Seattle is typical. This spring we are handling three times as many cars as we did last year but the cost of serving them and getting them in shape is just one-third less than last year."

IN ARGENTINA

Worcester, Mass., June 30.—The Osgood-Bradley Car Company has booked a $1,500,000 order from the Argentine State Railway for fifty-three all steel cars. Work on six parlor cars has been rushed and they will be landed in Santa Fe, Argentina, at the earliest possible moment, as the Argentina presidential campaign is to be in September and the president wishes to use the new American coaches in his campaign for re-election.

The TRUSTY TRIUMPH

Incorporated in the new All-Chain Drive 4 h.p. Triumph is the most perfect transmission system yet devised, providing a solid drive with all the flexibility of a belt. It is *the* mount for solo or sidecar work.
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Algiers Sees Revival Of Motoring

There has been a remarkable revival during the last two or three years in the use of motor vehicles in the French colony of Algiers. While the number of passenger cars has increased, there has been still greater progress in commercial motor services for both goods and passengers throughout various parts of this colony. Several very important lines of motor coach services are now in operation, the journeys frequently being of several hundred miles in length and undertaken by pneumatic-tyred motor buses with light trailers behind them for carrying passengers' baggage. The French Government is also encouraging air travel in this colony linked up with motor services.

In view of this activity, it was not surprising that the first motor show to be held in Algiers should have been a complete success, and that the President of the French Republic should have honored it by a visit during his travels in the colony. Among the French exhibitors were Peugeot, Delage, Lorraine-Dietrich, Citroen, Panhard, Renault, and Rolland-Pilain. The Italian industry was completely represented by Fiat, a firm which has secured a strong position on the Algerian market with passenger cars, lorries and tractors. American firms were fairly well represented, with Ford as the biggest exhibitor.

Cross-America Taxi System Is Planned

A transcontinental taxi system, with New York and Los Angeles as terminals, and 10 seven-passenger Buick touring cars as the modus operandi, is to be inaugurated this summer.

This is the pith of an announcement just received from Gotham. The touring cars were purchased in New York to operate in coast-to-coast touring and return, with a schedule which calls for the sightseeing houses to travel 9,000 miles on a 64-day basis.

The J. Raymond Wilson Co., 503 Fifth avenue, purchased the Buicks, which are standard in every respect except for such additional equipment features as weather-proof luggage carriers and Thermos bottle compartments.

The plan of the company is unique in the adaptation of automobiles for transportation, the charge for which, including all incidentals appertaining to that aspect, is to be $850. The tour offered by the company is the result of three years' experimental work, which has included several trips with different makes of cars, the Buick being selected for all-around efficiency and comfort.

Practically every point of major scenic and historic interest in the country will be included in the itinerary.

Among the more important of these are: Valley Forge, Gettysburg, Royal gorge, Phantom canyon, Cripple Creek, Manitou Springs, Pike's peak, Colorado Springs, William's canyon, Cave of the Winds, Lookout mountain, Rocky Mountain National park, Dinosaur National monument, Salt Lake City, Bryce canyon, Cedar Brakes, Grand canyon, Zion national park, General Grant and Yosemite National parks, Mariposa trees, San Francisco, Los Angeles, Big Bear, Yellowstone National park, Custer's battlefield, the twin cities of Minneapolis and St. Paul, Chicago, a two-day sojourn into Canada, Apache trail and Canada.

Goodyear Co. Made 44,000,000 Tires

The Goodyear Tire and Rubber Company at Akron recently completed the building of its 44,000,000th tire, qualifying it as the greatest tire producer in the world.

The Goodyear Company was started in 1898 and has had a steady growth paralleling the growth of the automobile industry. Within the last week production at Akron was increased to 26,000 tires a day, running within 20 percent of the 1920 peak, while the Los Angeles plant, which started production June 14, 1920, is now producing 3,000 tires per day, with plans set for a production of 3,500 per days in June.

Recent figures show 10,500,000 automobiles now operating in the United States and the heavy demand for tires for these cars and their continuous use by their owners is regarded as a good barometer of improved business conditions over the country.

Fiat Victor In Endurance Test Held In India

A 10-15 h.p. Fiat, driven by its owner Mr. A. Hyland, proved the winner in the 118 mile endurance test held from Bombay to Poona, British India. Three classes were provided for on the basis of piston displacement, and awards were given according to speed on the level and up hill and for fuel consumption. In addition to winning in its own class, Mr. Hyland's Fiat made a better performance than the bigger cars and was awarded the Dunlop cup.

In the light car class Mr Hodgkinson's Hillman came second with a Citroen driven by Mr Garrick third. For cars of not more than 20 h.p. the three leaders were Mr. Ley on a Stoewer, Mr. Suther land on a Scripps-Booth and Mr Metha on an Ansaldo. The winner in the class for cars of more than 20 h.p. was not announced.

OILING CLUTCH

A leather-faced cone clutch, when treated with neatsfoot oil should be depressed all night, so that the oil will have an opportunity to soak into the facing The clutch can be released by sawing and fitting a block of wood of proper length between the pedal and the base of the seat.

Economy Mark Of Overland Unbeaten

San Francisco, June 15.—A comparison of the records set by the Overland Four touring car in the Camp Curry economy run in 1920 and the cars that have competed in the 1921 and 1922 events of the same kind caused much comment among motorists. Being then a new and practically untried car in the open competition, the Overland's record has gone down in automobile history as one of the most remarkable performances known in the country.

The Overland victory came after Capt. C. H. Amon, of the service department of the local branch, Willys-Overland Pacific Co., distributors, had made several tests over the route and then in actual competition made the very remarkable record of 60.74 ton-miles per gallon of gasoline, winning its class and annexing the sweepstakes over 16 other cars of various price classes with the mark of 52.64, its nearest competitor in the sweepstakes being a Willys-Knight touring car with a mark of 19.05. The actual gasoline mileage turned in by Capt. Amon was 35.1 miles per gallon.

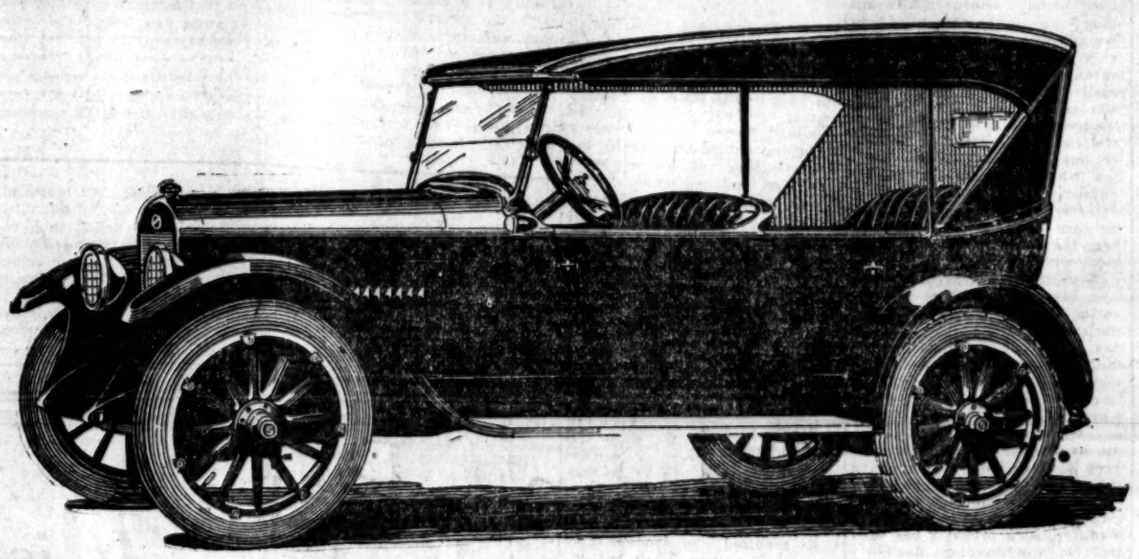
"Proof enough that this record was no mere fluke or luck has been furnished by many owners of the cars who have reported mileages as high and higher than that made by Capt. Amon," said Lester Pitts, sales manager for the Overland plant here in discussing the record.

"Another Overland, a Sedan in that same 1920 contest, for instance, was third on the sweepstake list, and second on the ton-mile list with the mark of 51.41, and an Overland on a transcontinental trip, driven by 33 different drivers through every kind of road conditions averaged 27 miles per gallon of gasoline.

"The Camp Curry run is conducted each year as nearly along touring lines as is possible, and for that reason is watched keenly by manufacturers and automobile enthusiasts all over the country. While a majority of the mileage traversed is over paved boulevards, still the last 50 or 60 miles of rough mountain going more than make up for the difference. Even the paved roads include the steep Ridge Route.

"Our local branch has been interested in every run. Not only have we kept in touch with all developments, but we have furnished the official car used by Manager Hal Weller, Whose duties are among the hardest on the trip, and whose run is infinitely harder than that of the other cars because of the fact that it is the last car in and has the roughest roads to traverse as a consequence. These two cars, both Willys-Knights, have gone through the mountains as if they were built for that work, a high tribute to their power and reliability.

"The Overland records will stand after two years of competition. In all probability we will enter a car in the next event and try to better the 1920 mark, as we believe that it is possible because of the improvements that have been made in the later models of the Overland Four."



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Lubrication The Backbone Of Economy

The Life Of The Motor Car Extended Or Shortened According To The Care Expended In Reducing Friction

BY MERIL C. HORINE

Oil is the lifeblood of all machinery. If machines were as perfect as animals, they would not require lubrication, for animal manufacture their own lubricant from the fuel, or food which they consume. Perhaps some day we may have a motor car so perfect that instead of putting gasoline in one tank for fuel, and other petroleum products (oil, grease and compound) in the various containers provided for lubrication, we will merely put crude petroleum in a tank and the machine will separate the fatty oils from the hydrocarbons, to furnish lubrication and energy, respectively.

For the present, however, we must resign ourselves to the predigested diet of our motor vehicles and supply lubricant just as consistently as we do fuel or cooling water, if we are to enjoy the economy which, always desirable, is now so paramount a consideration. Whatever one's conception of the nature of economy as applied to motor cars, the foundation is always lubrication.

Lubrication is the dictator of most features of design, since design determines the extent and effectiveness of lubrication. Lubrication is the arbiter of efficiency, since efficiency, as the antithesis of friction, is largely a matter of lubrication. Lubrication is the keeper of the tollgate of cost and the stage manager of the farces and tragedies of maintenance and repairs.

We are only beginning to understand and appreciate the significance of lubrication in relation to every other problem of engineering, operation and upkeep. We are beginning to realize that as friction consumes normally about 20 percent of the power and that this loss may run as high as 50 percent or as low as 10, lubrication is a vital factor in fuel economy; that nearly all cases of premature wear and many cases of breakage are due to imperfect oiling; that performance is very sensitive to the effect of lubrication and that due to the effect of back-lash on tire wear, in turn due to wear, lubrication even affects the life of tires.

One of the chief lessons of racing and aviation design is the vital effect of lubrication upon an engine that is working at maximum capacity. It is by going to extremes that we find the vital phases of a problem and under these extremes, lubrication was found to be the most important mechanical function of the engine.

So-called anti-friction bearings—ball and roller types—were developed chiefly because of lubrication problems with light machinery. If bearing surface and lubrication of sufficient copiousness could have been provided in all cases, it is unlikely that anti-friction bearings would ever have been developed.

The one thing above all else that delayed the development of light-weight, high-speed engines, so vital to aviation and modern motor cars—and whose solution made our engine dreams come true—was the problem of how to lubricate pistons moving at 3,000 feet per minute or more and heavily stressed plain bearings turning at speeds up to 40,000 revolutions per minute. The major difficulties which had to be overcome before the first successful Knight sleeve-valve engine was produced, were involved with oiling; and one of the chief advantages possessed by this engine today is closely related to lubrication—namely immunity from the ill effects of carbon.

The motor car has now attained so intimate a relationship to life that it is no longer a plaything, the hobby of its owner, or an ostentatious extravagance, but a utility. Good performance, good looks, and comfortable riding are becoming common enough to be secondary matters. As a utility of more or less standardised nature, the motor car is being judged and will be more as time goes on, from a maintenance standpoint. The satisfaction which a motor car gives depends on inverse ratio upon the maintenance which it receives and the amount of attention it requires. The quality of maintenance which a car will receive depends upon the facilities and abilities of the owner and repairman. Only by adapting the maintenance requirements of a car, by means of design, materials and workmanship, to these fixed conditions can the really satisfactory machine be produced.

There are three fundamentals of maintenance: lubrication, to conserve power and prevent wear; adjustment, to compensate for wear, and replacement of parts worn out. These are, of course, quite aside from repairs necessitated by accident or abuse. By far the most important fundamental of maintenance is lubrication. Since proper lubrication practically eliminates the other two, while neglect of oil and grease causes them to assume prodigious proportions.

Maintenance is the hygiene of the machine, combating the deleterious effects of friction, vibration, fatigue, and breakage. The functions of a lubricant are many and concern friction most intimately. Friction is a dissipation of power due to contact between two parts under pressure, moving in relation to each other. Lubricants decrease friction and the effects of friction by separating the rubbing surfaces, so that one floats over the other; by cooling and by washing out particles of metal broken off by friction. It lessens vibration by forming a cushion which prevents parts coming into contact. It also reduces wear, which is a cause of vibration. By reducing friction, it also reduces the strains on the different parts of the mechanism, thus prolonging the useful life of each part before fatigue will set in. Since destruction of parts is due to any or all of the above causes, lubrication also insures against this greatest of all dreads.

Effective lubrication, however, is not merely a matter of the right lubricant. Indeed, that is the simplest part of the whole matter. The markets are full of good lubricants and the oil industry is prepared to furnish special types for all purposes and conditions of use. Indeed, the motor car which is greatly sensitive to the kind of oil used is self-confessedly deficient in the mechanical elements of its oiling system.

Friction conditions are very potently affected by the size of wearing surfaces, the friction characteristics of the materials, their heat-resisting qualities and their relative hardness or ductility. Modern designers are increasing the size of bearings, so that their pressures per unit of area are smaller and hence permit the oil film to separate the moving surfaces better. Improvements are being made in bearing alloys to give smoother bearings, and more extensive use of case-hardening of journals and shafts is producing excellent results in plain bearings such as are used in engines. Greater accuracy in the balls or rollers and races, and purer metals are improving anti-friction bearings, while engineers are making genuine progress in adequately centering, backing up, and retaining such bearings so as to give them the best possible conditions under which to work.

Forward steps of great importance have been taken in the matter of properly retaining the lubricant in bearing boxes, housings, axles, and universals. It is no longer necessary for cars to leave oil stains wherever they have stood, and much waste of oil is avoided. Also, since oil cannot leak out without allowing a certain amount of dirt and water to creep in, these improvements have had an added effect for good.

As absolute rigidity is now generally recognised as an impossible condition, such progress has been make in provision for flexibility at vital points and strain on bearings has accordingly been reduced. Much has also been learned about the distortion of large pieces of metal, such as crankcases, transmission cases, axle housings and the like, which have led to reforms in methods of assembly which avoid unnecessary stress resulting from such distortion. This is illustrated by the growing practice of machining main bearing boxes in crankcases and fitting main bearing after the cylinders have been secured in place and the strains from the hold-down studs out into the crankcase, as they will be when the engine is in service.

Because back-lash and lost motion are known to be conductive to rapid fatigue and wear and also because they complicate the lubrication problem by rapidly changing clearances and alignment of parts, much more attention is being paid to accurate fitting. Similarly the balance of moving parts is being given a great deal of attention. Advances in the art of heat-treatment have produced bearing surfaces of much more uniform texture, with less liability to cut adjacent surfaces or for small particles to become dislodged.

Lubrication details per se have also shown great progress. Among the most prominent improvements may be mentioned more effective means of controlling pressures, by means of automatic relief valves, and pumps have generous overcapacity, so that ample lubricant is fed at all speeds. More scientific provision for the settling of sediment has been made and oil tubes have been rendered proof against loosening and leaking by casting them integral with crankcases and the like. Scientific use of baffles and troughs throughout has resulted in better distribution of oil and much more attention is being paid to the maintenance of even oil temperature. When too cool, oil will not flow with sufficient freedom to furnish adequate lubrication, and when too hot, it loses its body or cushioning quality upon which so much depends. Accordingly various means are employed to impart some of the heat of the cylinders or cooling water to the oil as it is fed to the bearings, and crankcases are designed to keep the circulating oil from becoming overheated. A manufacturer of trucks for a number of years has accomplished this by feeding the oil from the pump to a small reservoir cast integrally with the cylinders, where it is held in close proximity to the cooling water before being fed to the bearings and splash troughs. As the water is more or less at a constant temperature, this keeps the oil uniform, whether the supply in the crankcase be over cool or over warm.

Refinement of these details will unquestionably go a long way toward insuring efficient, reliable lubrication in the future, and therefore favorable maintenance conditions; but there are other factors that must be considered. These are of a psychological nature and will doubtless have a deeper influence on future trends than may at first be supposed. Strangely enough, these psychological problems have become more difficult of solution as the mechanical problems of lubrication have approached solution.

In the earlier days of motor car development, lubrication systems were simpler. The engine was oiled by simple splash, the oil being poured into the crankcase to a certain height and fed to the bearings by the splash of the connecting rods. Plain bronze or hard babbitt metal was used in the bearings. As the engine ran some of the oil was consumed and so the level gradually lowered. If more oil were not added in due course the bearings became hot and, like a hot box on a railroad car, simply seized on their shafts, stopped the engine and reminded the driver forcefully of his negligence. When new oil was added and the engine cooled down the bearings freed themselves and usually no particular harm was done.

Development of engines of higher pressure and higher speed and of much less weight necessitated severe demands upon lubrication, demands that could not be met with the simple splash system of with hard bearing metals. Pumps, high-pressure feeds and drilled crankshafts became the rule and bearings were made of softer, more ductile metal having a lower friction coefficient. Today if the oil supply runs low and is not replenished in good time, burned out connecting rod bearings are the least that may be expected, the result being often as serious as a broken rod sticking through the crankcase, a stuck piston or a frozen wristpin.

In those days of motor anti-quity when mechanical oilers, belted to the engine and reposing in imposing complication upon the dashes of motor cars were the rule, fine cars were driven by skilled mechanicians or owners who made motoring a serious study, and were given the watchful care and consideration which they required; but today their conscientious tribe is all but extinct.

So much for the engine, whose lubrication, being the more difficult task, has received more than its need of study and which consequently is nearest perfection. Partially because of its importance in the chassis and the heavy toll in repairs that awaits him who slights its lubrication: but more because of the completely automatic action and therefore easy demands upon the operator, the engine is universally the best lubricated part of the chassis.

The front axle, because individual means of lubricating every wearing part are used, is much neglected. Spring and shackle bolts are very commonly neglected, and universals rarely receive any attention as to lubrication whatever. Fortunately the gearset and rear axle will operate for long periods on a single supply of compound and so do not suffer so acutely from its lack. It rarely occurs to an owner that his clutch throw-out and clutch pilot bearings may need attention, or that the starting motor, generator or magneto need occasional oil.

On the average chassis there are about sixty separate points at which lubrication should be administered at fairly short intervals, entirely aside from the engine crankcase, wheel hubs, transmission and differential. While of course different chassis employ different means, it may be said that the typical car has these points lubricated by four means, namely, thirty-five separate grease cups, five oil cups, five grease plugs and fifteen oil holes. Of these sixty oiling points six are on the front axle, six on the front springs, four on the steering column, nine on the engine, two on the clutch, two on the universals, sixteen on the brake system, six on the rear springs and ten on controls and accessories, such as the tire pump, speedometer shaft, etc.

In order to give proper attention to these points, the owner must provide himself with the following array of supplies and appliances:

Can of grease,
Squirt can of motor oil,
Grease gun,
Bottle or can of light machine oil. To which must be added, for the other main units:
Quart measure for motor oil,
Pouring can of gear oil.

By the adoption of non-lubricated parts, self-lubricating bushings and seepage lubrication of adjacent parts from the engine, transmission and rear axle, the sixty conventional oiling points may be considerably reduced. Fabric universals, cable, strap steel, or chain brake and control connections and the new spring shackle substitutes, will eliminate twenty-four of our sixty points. Oilless bushings will serve on the tie-rod and draglink ends, spring eyes and shackles, control rods and shafts, and brakes to eliminate thirty, of which eighteen are additional to those eliminated by the first means. Self-lubricating packing in the water pump will eliminate two other points and seepage lubrication will care for eight more. Thus, by methods already in use in isolated cases and with undoubted success, fifty-two conventional chassis lubrication points may be eliminated, leaving only eight, as follows:

Steering knuckles (two),
Generator (two),
Distributor,
Starting motor (two),
Tire pump.

To show how nearly this ideal has been approached, there is one make of motor truck today which has but eleven grease cups and two magneto oil cups.

Since it is possible to reduce the number of manual lubrication points from sixty to eight by adopting measures which, though they may seem extreme, are certainly practicable, it is safe to predict that the day is close at hand when no car will have more than a dozen points requiring personal attention. Yet even then perfection will not have been reached, for it is doubtful if any considerable number of motor car users take sufficient pains to keep even twelve grease or oil cups filled.

One reason for this is that present methods of lubricating such points are crude and awkward. The grease cup, for example: Each cup holds enough grease for about two charges of lubricant, when it must be backed off, filled with fresh grease and reapplied. It is a messy and disagreeable job to fill a grease cup. Then comes the difficult task of threading it back on its base and screwing it down until, by intuition, clairvoyance or the sixth sense, it is determined that sufficient grease has actually entered the bearing.

It is a sound commercial principle that in all cases of reasonable doubt, the customer should be assumed to be right. It is the necessity of recognising this which makes modern cars so difficult to service. It is safe to say that seventy-five percent of mechanical troubles and breakage of parts on motor cars today is caused by neglect of lubrication. With sixty oiling points besides the main units of the chassis, requiring three different kinds of lubricant, to be applied in four different ways at intervals of six different frequencies from daily to every 25,000 miles, no fair-minded person can heap the entire blame upon the shoulders of the owner. Since in many cases there is no reliable method of establishing the cause of a difficulty without the possibility of reasonable doubt, the user too frequently has a legitimate alibi. This obligates the manufacturer to excessive generosity—for which the buyer pays in increase prices—and encourages carelessness on the part of the user.

Haynes To Drive First Car Again

The First Automobile.

Kokomo, Ind., June 25.—The eyes of the automotive world will center on Kokomo on July 4 this year. Because on that day America's first car—the original and historic Haynes, which was invented, designed and built by Elwood Haynes in 1893—is coming back home to Kokomo to participate in a celebration of the twenty-eighth anniversary of the first successful trip which the famous car made.

It will be the first time America's first car has been seen in its native haunts since it was taken by the United States government and placed on exhibition in the Smithsonian Institution, National Museum, Washington, D.C., more than a decade ago.

Because the officials of the museum value the little car so highly as a historic relic, it was with the greatest difficulty that they were persuaded to give their permission to allow it to be brought back home. However, at the request of Elwood Haynes himself, the Kokomo Chamber of Commerce and Congressman Fred S. Purnell of the Ninth Indiana District, the permission was finally granted.

The original Haynes will be the chief object of interest in the day's celebration when the city of Kokomo will turn out en masse to erect and dedicate a memorial tablet as a permanent marker on the Pumpkinvine Pike to designate start of the first successful automobile trip in the history of the nation.

City, state and national officials, together with men prominent in the growth and development of the automobile industry, will be on hand to participate in the exercises and to pay tribute to the genius of Elwood Haynes on that day. It is planned to have Mr. Haynes drive the first car over the same route that it traveled on that momentous date twenty-eight years ago. Immediately after the celebration the original Haynes will be returned to Washington to take its accustomed place among the nation's historic treasures so that it will be preserved to posterity.

Ford Output Is Now Over Six Millions

The total production of Ford cars passed the six million mark on May 18 is the information just received here. This gives a production in excess of a million for the past year—the five million mark having been achieved on May 28, 1921.

Of this staggering total of six million cars and trucks, 5,517,956 have been delivered to purchasers in the United States alone and the most recent statistics show that 4,478,248 of this number are still in daily service.

When consideration is given to the fact that the present type motor has been in production for fourteen years and that four out of every five Ford cars and trucks during this period are still in actual daily service, the popular conception of the long life of Ford cars is substantially borne out.

Daily production at the Ford Motor Company is now close to 5,000 cars—the record one-day output of 4,878 having been achieved on May 16 and on the previous working day in May, 4,862 cars were completed.

May production will total 130,000 and the estimated output for June has already been raised to 140,000, which is the greatest production output for a single month ever aimed by 10,000.

Ford
THE UNIVERSAL CAR
And remember the lowest first cost, the lowest upkeep and the highest resale value of any motor car ever built.

Tls. 1500

Unequaled in Value

Equipped with Electric Starting and Lighting System, demountable rims extra rim and non-skid tires all around—the Ford Sedan at Tls. 1,500 is the greatest motor car value ever produced—an enclosed car of comfort, convenience and beauty. Reasonably prompt delivery. Terms if desired.

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It is Easy to Own a Good Car

The cream of the used cars of Shanghai are listed at the Auto Castle where any make of car may be had at bargain prices.

The following are in stock

(Touring Cars)				Roadsters	
Studebaker	(special six)		(model 1921)	Scripps-Booth 6	Roadster (latest model)
Hupmobile	5 Pass. Touring		(model 1921)	Dodge	„ (model 1920)
Dodge	5 „	„	(run 4,200 M.)	Buick 6	„ (model 1919)
Chandler	7 „	„	(model 1921)	Studebaker 4	„ (with winter top)
Grant 6	5 „	„	(slightly used)	Austin	„ (model 1920)
Overland 90	5 „	„	(fine condition)	Calcott	„ (fine shape)
Buick 4	5 „	„	(new model)	Limousines and Sedans	
Buick 6	5 „	„	(model 1920)	Liberty	Limousine (late model)
Maxwell	5 „	„	(model 1921)	Dodge	„ (run 3,800 m.)
Moon	5 „	„	(run 6,500 m.)	Overland 90	„ (special body)
Cadillac	5 „	„	(model 1920)	Hupmobile	„ (wire wheels)
Fiat	5 „	„	(latest model)	Buick 6	„ (model 1920)
				Chandler	Sedan (model 1921)
				Studebaker	„ (just as new)

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AUTOMOBILE IS AID TO HEALTH

San Francisco.—In another score of years the United States will become noted for the health standard of its entire population, due mainly to the use of the motor car, according to a statement by H. O. Harrison, president and general manager of H. O. Harrison Company, Hudson and Essex distributors for Northern California.

"An automobile has many functions, one of which is to improve the health of the riders," Harrison stated.

"This it does without question to such a degree that in some cases the results are almost uncanny. One of the well-known nerve specialists treates many cases, due entirely to the fact that the patient went motoring for health. The fundamental principle behind motoring for health is that it diverts the mind and also gives a constant change of air.

"'Forget it,' the nervous man is told, but he cannot forget so easily unless there is a more potent force tending to divert his mind from his bodily ailment. It is said that the mental condition of a patient if properly taken care of will, in turn, produce desirable effects on the body. Nothing is more influential in diverting the mind away from one's self than motoring.

"It is my prediction that 40 percent of the cars will in the future be sold for health purposes, the other 60 percent for business reasons. One is inclined to think that the nation can save money in the end by encouraging an investment in automobiles rather than spending the same or more money in medicine, operations, etc., which in the end will not produce most desirable results.

"It may be pretty hard for a nervous patient to believe that he can drive a car, but it has been demonstrated time and again that the very act of driving so changes the mental state as to remove the nervousness. The patient must, however, drive cautiously, and he must confine his driving to the country rather than the city."

Big Increase

St. Louis, June 13.—The most encouraging news of a business revival for this district is to be found in the big production and sales record of the Gardner Motor Company, manufacturer of Gardner automobiles.

For the five months' period ending June 1, the Gardner Company shows a 220 percent gain in cars actually shipped in 1922 over the corresponding months of 1921.

On top of this remarkable showing, the Gardner Company reports a wonderful gain in sales by Gardner distributors all over the country. Kansas City, Mo., for instance, shows 992 percent increase in Gardner sales from January 1, 1922, to June 1, 1922, as compared with the same period in 1922. Other points also show large increases in Gardner sales: Billings, 880 percent; New York City, 982 percent; St. Louis, 283 percent; Roanoke, 205 percent; Chicago, 315 percent; Minneapolis, 840 percent; Boston, 261 percent; Los Angeles, 300 percent; Baltimore, 170 percent; Washington, 375 percent; Pittsburgh, 10 percent; Dallas, 155 percent; Portland, 940 percent; Seattle, 280 percent; Spokane, 740 percent; San Francisco, 255 percent; Denver, 326 percent; Philadelphia, 192 percent; Cleveland, 501 percent; percent; Des Moines, 435 percent Buffalo, 209 percent; Cincinnati, 200 percent; Omaha, 240 percent; Salt Lake City, 100 percent; Atlanta, 800 percent; Montreal 100 percent, and Little Rock, 100 percent.

Present prospects point to a banner year for this manufacturer, because the actual unfilled orders on hand will require capacity production until August 15, able to take care of immediate deliveries.

This concern, headed by Russell E. Gardner, has made the Gardner car famous for its many quality features, low price, one-year written guarantee and the continued style changes and improvements that go to make the value so apparent in this remarkably moderate priced car.

Behind the product is a manufacturing organization with nearly a half century of successful experience in the marketing of vehicles, with over a million and a half dollars in assets and over a half million dollars cash in bank and no debts.

Auto Schools Reopen

Detroit.—School days have reopened for automobile mechanics in many parts of the United States and Canada, with the resuming of the Cadillac Motor Car Company's widely known technical school. Approximately one thousand men have been graduated since the Cadillac's school first opened its activities twelve years ago, in 1910, in Detroit.

To the technical school there has been turned over all the automotive equipment necessary, so that the Cadillac mechanics, selected from all parts of the country, can learn first hand the remarkable precision and finess exercised in the manufacture of Cadillac cars.

Charles Rogers, a veteran Cadillac employe, who has risen from the ranks, has direction of the school, under E. C. Garland, head of the technical department in the general offices of the Cadillac at Detroit.

During the period of their instruction, the students disassemble and reassemble a Cadillac chassis, with a view to learning all of the adjustments of the Type 61, and also glean the salient differences between it and the preceding models. The students selected for the course are by no means green mechanics, but they are picked men from the various service stations, who are in their turn to instruct others concerning the Type 61.

"Directly one class is graduated, another will be started, declared Mr. Garland, who had supervision over the work of the school. He added:

"It was begun originally as a means of making Cadillac service the best service in the world, and we feel that the school has gone a long way toward placing Cadillac in the position it now holds in one mind of the public.

"In this course the men are shown distinctly the interesting fineness of Cadillac manufacture. They are afforded a chance to go through the new forty-acre Cadillac main plant, and to see first-hand with what care the 500 special inspectors watch each part used in the construction of the Type 61 motor car.

"And it is believed that the students carry back to their own organizations a closer conception of the ideal manufacturing conditions at the main plant, and also a closer acquaintance with the accuracy of Cadillac workmanship—two points of the many that have maintained the Cadillac motor car as the "standard of the world."

CARLOAD SHIPMENTS

Carload shipments for automobiles at the beginning of 1922 showed a 150 percent gain over a year ago. Reports of sales conditions from all over the country show improvement.

California Auto Sales Still On Increase

Automobile sales in California for the month of May, according to figures presented in the June issue of Motor Registration News, shattered every former single month's record by a margin so great that there is no room for disputing the present unparalled prosperity era which reigns in the motor car industry of this State.

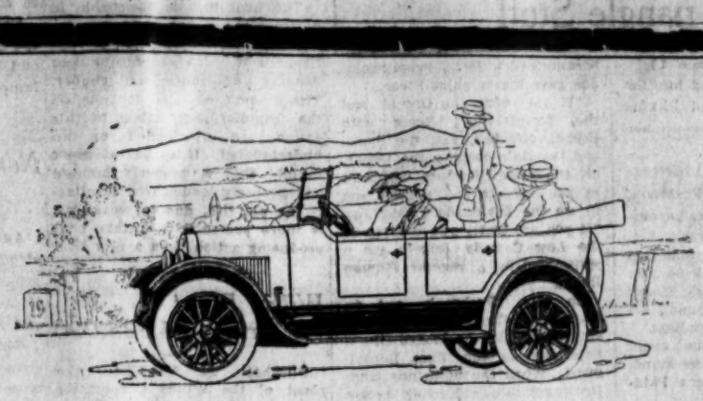
Passenger car sales totaled 14,988 for the month and this figure exceeded April of 1922 which had been the largest by a margin of 1857 automobiles. The April figure aggregated 12,251 sales and it was not thought by even the most optimistic members of the automotive trade that the mouth just closed could surpass the high April mark.

March and April have usually been the pack months of the selling season and they are followed annually, save in the present year, by a gradual monthly decline until the fall trade starts. The reports kept by Motor Registration News of Oakland, a statistical journal, specialising in automotive records, show a decided variance in 1922 California buying habits in that May, instead of dropping off in registrations jumps ahead to new high totals.

New Jersey Plnas Good Road Work

Plans are being drawn up by the New Jersey Automotive Trade association for a statewide campaign to obtain votes to put through a $40,000,000 good-roads program next November. The annual meeting and election of officers of the association was held Trenton, N. J., at which these plans were discussed.

Soap and water are preferable for removing spots from imitation leather. To brighten the finish use linseed or sweet oil in small quantities.



The moderate price of the Buick is the direct result of production on an immense scale

In no other way could Buick dependability, stamina and power be placed on the world's markets at Buick extremely reasonable prices.

The economies effected when manufacturing Buick cars by the hundred thousand, cannot be attained by makers of cars in lesser quantities.

The intricate and costly Buick tool-equipment—the consolidation in one vast plant of all the activities attendant upon the building of a complete motor car—these cannot be duplicated by smaller manufacturers.

To the Buick owner, the large-scale production factors mentioned spell low price for high value received.

They mean that the Four and Six-cylinder Buicks, at their moderate initial costs, represent unsurpassable motor car worth.

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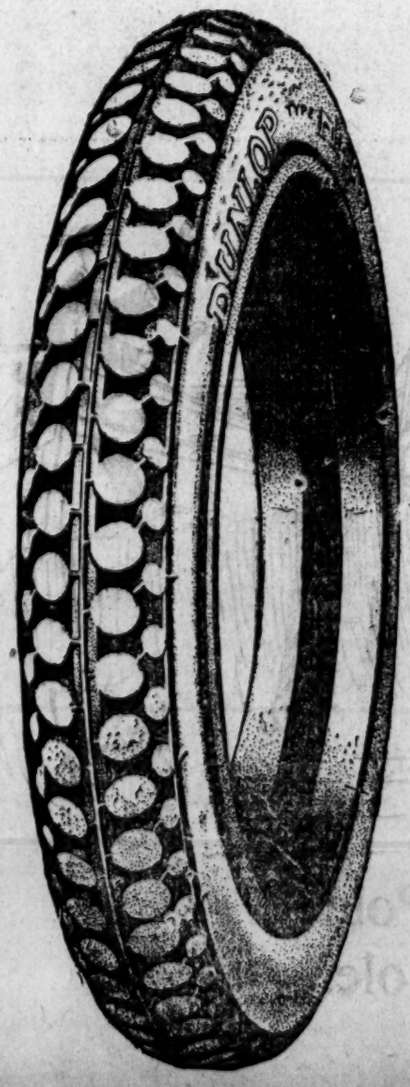

PRICES LOWEST QUALITY HIGHEST

Such is the position with Dunlop Tyres today. Contrary to the general rule of post-war high prices, Dunlop Tyre prices were never so low, and quality never so high as now.

Not even in the palmiest of pre-war times could tyres be purchased at our present low prices and never since the inception of the Pneumatic Tyre Industry by the Dunlop Company were there more points of distinct advantage than in Dunlop Tyres today.

With Prices Right and Quality Right You cannot fail to be right in fitting Dunlops.

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DUNLOP TRACTION MULTIPLE-PLY CORD.

The Fable Of All That Triangle Stuff

(Continued from Page 1)

Spingo and often blamed him for hanging the Moniker of Pilkins on to her and gumming up her Career.

She could not help but compare him with Mr. Williston Fosbrook, with whom she was Tea-Carousing several times a week.

Mr. Fosbrook had inherited just enough Income to keep him in Shredded Wheat and Flossy Necktties, so he was around declaiming against Materialism.

Between Macaroons he could dismiss, by a Wave of the Hand, nine-tenths of the Modern Painters and all Novelists.

He was a Cream Puff that should have been served Day before Yesterday.

Joe got his Number the first time he caught him hanging around and classed him as an Unfortunate Incident, the same as a Smoky Flue or a busted Water Pipe.

Joe had heard of Home-Wreckers but he was willing to take a Chance on a Male Nanny who carried the Handkerchief under the Cuff.

While Old Reliable was down at the office trying to steal enough Dough to keep Dearie in Society, the Trouble-Maker was up at the Apartment, smoking Joe's 50-cent Brevas and telling Mrs. Pilkins that she was in Wrong.

That Sympathy Gag will get to any one, especially on the off day when the most loyal wife wonders if she wouldn't have done better by waiting a few weeks and taking another look around.

Mr. Fosbrook had Effie convinced that she was a composite of Madame de Stael, Joan of Arc and Juliet, condemned to a sudden Existence with one who preferred Kern to Beethoven.

One day when the true friend had Conoled until she was sniffling on the Verge of Hysteria, Joe yalked in on them and wanted to know what was the whole idea.

Mr. Fosbrook established a couple of new records in getting the hat and finding the Street Exit.

Effie erupted and told All.

She said she had Aspirations moving around inside of her and her supersenitive nature rebelled at the thought of continuing to live in a mere Doll's House.

She spoke of Companionship based upon kindred Emotional Responses.

Joe listened hard, but he fumbled most of her Pop-Ups.

When she slipped him the moldy one about every Woman having a right to live her life in her own way, he missed a Swell Opening.

Joe was up against the Triangle.

Usually it consists of two Women and a man or two men and a Woman; but this time the Lay-Out was a Producer, an Onion and a plump Lady who had gone in too heavily for Marshmallows and New Thought.

Joe had not studied the Spicy Drama and did not know how to proceed according to well known Formulae.

So he did not upbraid the Woman in the case until she writhed among the Rugs.

Neither did he lure the Destroyer to a Private Apartment and cut him into Cubes, which the same is being done in Latin Countries.

Joe was slow but Cooney. He had not operated in the hard faced world of Barter and Gain all these years without learning to be somewhat of a Weasel.

He told his Partner that if she wanted to call all Bets off and declare a new book, he would be game.

He still loved her and wanted to keep on paying her bills but if she insisted on a decree, she was the Doctor.

Then he hunted up Mr. Fosbrook and told him to stop trembling and there wouldn't be any Scandal.

The great Wrong which he (Joe) had committed, when he dragged Effie out of the Pantry, would be righted just as soon as the Future Husband had a Bank Roll that could stand up when Wife began reading the Ads in the Paper.

Joe had no real intention of cutting loose.

Effie might throw an occasional Tantrum and even get full around the Waist-line and show a Chin, but she was his for Keeps.

Joe was a One-woman Specialist. There are few of them left.

The poor left-handed Loon had tried to compete with Mr. Williston Fosbrook in the field of Literature, Music, Art and low-grade Parlour Bunk and he had died standing up.

His only chance was to enter Mr. Fosbrook in some Event which would reveal the Lady's Pet as a False Alarm.

So he induced Mr. Fosbrook to Invest and Promote.

He put the Neophyte into a couple of Good Things and had him Money-Mad in less than no time. It never failed yet.

After Mr. Fosbrook had been made Director of a Company, because of his Social Prominence, Joe gave him a quiet Steer.

"If you wear the Orchid, and the Tortoise-Shell Specs with Ribbon attached, and the Spats, and the Hair draping the Collar, all the other Directors will look at you askance and not let you in on the Dividends," said Joe. "If you are crafty you will lay off the Low Comedy Effects for a while and be a regular Human Being."

So Mr. Fosbrook put on Citizen's Clothes and had his hair cut, after which he looked like a Salesman in the Shoe Department. When the notorious High Brow got into a Norfolk Jacket and spotted Four-in-hand and the ordinary $10 Lid that can be purchased for $5 anywhere except on the Avenue, he lost all Charm, all Distinction—all of that elusive and intangible Somethingness which differentiates the Early Rose from the Early Rose Potato.

In other words an Author is an Author until he starts out to be a Captain of Industry.

He went to see Effie and tell her that he had braved Public Opinion and gone into Trade.

Effie took one look at him and told him he was Wrong. He had not gone into Trade. He had gone into the Discard.

Moral—*Many an Aviator would look foolish Sawing Wood.*

500 Inspectors At Cadillac Plant

Five hundred inspectors are perpetually at work at the Cadillac Motor Car Company to see that every Cadillac car upholds and extends the prestige of every Cadillac car that went before it. This body of inspectors, guarding and guaranteeing Cadillac performance, constitutes a small army of workmen larger in many cases than the entire force of most companies producing quality cars.

These 500 inspectors, working under a master inspection department, have at their command to maintain the prescribed stand of accuracy 20,000 precision instruments. It is interesting to note that more than 14,000 of these precision instruments are constantly in use.

Even the instruments themselves are not immune from inspection. They are constantly tested. The piston gauges are checked twice every day. The Johansson gauges, known as the last word in mechanical measurements, have been used for many years in the Cadillac factory for checking all precision instruments.

More dimensions are held to fine limits in the Cadillac company, officials state, than in any other automobile. The firmness of these measurements may be appreciated when it is remembered that the ordinary newspaper is three one-thousandths of an inch in thickness and that many Cadillac measurements are only one-tenth of that thickness.

More than 200 gauges and micrometers are used to make certain that the connecting rods and pistons conform to the exact specification set by the engineers. The machining and finishing of one pair of connecting rods and pistons involves 336 operations.

Big Production Of German Cars

Washington, June 10.—The German automobile industry has regained its pre-war production status. Reports to the Department of Commerce from Assistant Trade Commissioner Daugherty indicate that both passenger car and trucks are greater than the supply.

The passenger car registration in Germany on July 1, 1921, was equal to that of 1914, when over 60,000 cars were in use as compared to 52,000 registered on February 1, 1920.

Motor truck registration shows an increase of 300 percent over that of 1914, largely accounted for by the growing demand for trucks in agriculture and industry, and for freight transportations. The continually increasing freight rates are said to be stimulating the use of the automobile truck for hauling freight.

Some firms are reported to have been able to transport merchandise from Hamburg to Bremen at a 10 percent saving in cost as compared with railway transportation. In addition, three to four days were saved in the loading, transit and delivery to ship's side.

Business in motor trucks last year, Daugherty reports, was so heavy that manufacturers were behind in their orders.

Buyers of the post-war German passenger cars, however, are loudly complaining that the pre-war efficiency is not being maintained, and some prominent manufacturers are reported to be building for export a better car than sold for domestic use, indicating a fight to get a footing in foreign markets.

Heat Generated By Tire Rubber

The heat that is noticeable in a tire after it has been run for a few hours is generated by the tire itself, due to flexing and bending of fabric and rubber. The amount of heat depends on the rapidity and extent of this action. An overloaded or an underinflated tire heats more rapidly than a properly inflated and properly loaded tire. Similarly, an old tire, due to weakness, is more susceptible to this heat producing action than a new tire.

Willys Plant Brings $5,525,000

Elizabeth, N. Y.—The great plant of the Willys Corporation here was sold at public auction to W. C. Durant, Inc., head of the Durant Motors Company, for $5,525,000. Joseph P. Day of New York represented the purchaser, although the latter was present.

The bidding was spirited and the property was not knocked down until former Senator James Smith of Newark, said to represent the Maxwell Motor Company, had ceased competing after submitting a bid of $5,500,000. J. Clarence Davies of New York, who withheld the name of his firm, went as high as $4,465,000.

"I purchased this plant to manufacture the new Star car, which will be produced at the rate of about 500 a day," said Mr. Durant immediately after the sale.

Charles S. Gerth of Newark and New York was the auctioneer and was named by the receivers of the plant. Clifford I. Voorhees of New Brunswick and James Kerney of Trenton. Clement O. Miniget of Toledo, the third receiver, resigned his post to bid on the plant, but he failed to enter the bidding.

The Willys Corporation went into the hands of receivers Dec. 15 last, and the sale today was to satisfy creditors' claims. The buildings and surrounding property are estimated to be worth $15,000,000, but the value of the purchase today, based on actual cost, was announced as being $12,841,123, apportioned as follows:

Main plant, bounded by Newark Avenue, North Avenue, Pennsylvania Railroad and Virginia Street, $10,379,014; baseball park, slightly more than an acre, $72,719; garage, $50,000; twenty-three lots and machinery and personalty of the plant, $2,340,000.

Originally the property was disposed of in separate parcels, but it was announced that the sale would be continued on the whole tract in bulk, the higher price to constitute a sale.

The total amount offered on the separate bids was $2,900,000, and Mr. Day himself had given a lump bid of $3,000,000 for it.

New Goodyear Tire Soon On Market

Addition of a complete new line of cord tires to sell at popular prices, has been announced by H. A. Price, of the Goodyear Tire and Rubber Co.

The new line will be called the cross-rib cord, on account of the cross-rib tread design. It will not supplant the well known all-weather tread tire of the company, but will be a companion line to it.

The new tire will sell at 20 to 25 percent less than the all-weather tread tires.

It has been in course of development and testing for a number of months and will be ready for general distribution in June.

"There are two reasons for bringing out the new line," says the Goodyear statement. "One is to give our dealers a tire to meet the need of customers to whom first cost is an important factor. The other is to give the dealers a tire for so-called commercial accounts, meaning firms who have a number of trucks and buy in quantities.

"Two changes only in the construction of the tire as compared to the all-weather tread tire have been made in order to effect the lowered prices. The tire, however, should give as high a mileage per dollar as the all-weather tread.

"The cross-rib cord tire is a one-cure tire, as against the two-cure process used on all-weather tread tires.

"The all-weather tread tire being designed to get the maximum of traction and non-skid properties, uses more actual rubber in the tread than perhaps any tire on the market. The tread rubber in the cross-rib cord, however, is a tough, slow wearing stock that should give excellent mileage to users.

"The cord fabric used in the new tire will be made of the same quality of long staple Arizona Pima cotton as the all-weather tread and the rubber will be of the same grade exactly, except in the tread. The tire will be the same full oversize as the all-weather tread except in the 30x3½ inch size.

Cadillac Sales

Detroit, Mich., June 15.—"Cadillac sales for the current year up to May 1 were two and a half times the volume for the corresponding period of last year," said H. H. Rice, president and general manager, Cadillac Motor Company, Detroit.

"March and April were two of the largest selling months Cadillac ever experienced. Only three months in former years ever equalled, and only one other month exceeded, Cadillac sales in March, 1922.

"The sales each month since the new type 61 was announced have steadily increased."

Ten Commandments For Tire Service

Here are 10 commandments for motorists who desire to get top-notch service out of automobile tires:

1. Thou shalt keep thy tires properly inflated—neither so hard they blow up like a punctured toy balloon, nor so soft they make "Henry" ride like a Packard.

2. Thou shalt not speed—neither to avoid thy wife's relatives, nor merely to see how much thou canst "get out of the old boat."

3. Thou shalt pause at street intersections that thou mayst go safely through without having to jam on the brakes and slide thy tires to avoid running down a score or more of fellow motorists or persecuted foot passengers.

4. Thou shalt change thy tires all 'round every 1,000 miles—there's no reason why thou shouldst favor that "spare" on behind; give it something to do lest it get lazy and give thee poor service when thou dost have to use it.

5. Thou shalt not hug the curb at corners—thy tires will repay curb cuts and bruises with untimely blow-outs and wear-outs.

6. Thou shalt not drive on the street car tracks—thou hast two sides of the street—let the street cars have a little lane down the middle.

7. Thou shalt beware of glass; drive cautiously that thou mayst safely swerve and avoid glass nests in the roadway.

8. Thou shalt not drive without a tire cover on thy extra tire—sun, wind and weather work havoc with unprotected rubber.

9. Thou shalt keep thy distance in traffic—stay far enough in front or behind other vehicles that neither their fenders nor bumpers scratch, bruise or blister the tires on thy car.

10. Thou shalt buy the right kind of tires in the first place. Spend thy money wisely and well on tires that have an unquestioned record of perfect service and satisfaction.

Chevrolet Will Hold Novel Test

Offering a prize of $25 for the person who can make the best mileage record on a pint of gasoline with a 490 Chevrolet, the Anderson-Smith Motor Company of San Francisco has adopted a novel method of demonstrating the economy of the new Chevrolet which offers some interesting possibilities.

Rather than stage an economy run of their own with special trained drivers and under special conditions, the Anderson-Smith Motor Company expect to show just what the average owner under average conditions can do with a Chevrolet.

Any person with a driver's license will be allowed to take the car which is a stock Chevrolet 490 and drive it until the special gasoline tank containing just a pint of gasoline is empty. The mileage will than be computed and the driver making the best record will be presented with a check for $25.

"Usually when an economy stunt is staged a special car and driver makes the test. Such a driver knows just when to cut the engine and the best speeds to run to get the greatest efficiency from the car. Generally several previous tests have been made to ascertain these facts and the resulting milage is often surprising though far above what the ordinary car owner can reasonably expect. In this case, however, it is different. The mileages that are made on our test will be true mileages. Anyone with a Chevrolet can expect to do as well.

"The car will be started on the first trip at 9 o'clock and will continue in service until 12. Later in the week a second test will be made and the person making the best record will get the cash prize."

Crack In Cylinder

Engine trouble resulting from a crack in a cylinder is difficult to locate, not only remedy. Usually it is when the engine is brought up to a high temperature by operation that the defective cylinder is evident, and when boiling of the cooling water, overheating of the engine and misfiring result.

Perhaps the simplest way to ascertain if a cylinder is cracked is to fill the cooling system and crank the engine by hand. Bubbling at radiator cap will be noticed during the cranking operation.

Cinema Tells Motor's Story

The importance of the automobile industry in America, with an indication of the highly efficient production methods employed in its great factories, is to be told all over the world in moving pictures. The film, bearing the official seal of the Government of the United States of America, is one of a series in a number of leading American industries.

This interesting cinema was taken under the direct supervision of the U. S. Bureau of Foreign and Domestic Commerce and will be released and distributed by that department. It is called "The Story of an Automobile." It was filmed in co-operation with the Studebaker Corporation of America, the scenes being laid in and about the $20,000,000 factories of that manufacturer in South Bend, U. S. A.

Beginning with a picturisation of the long railroad trains pulling into the factories loaded with bar iron and steel to be used in the manufacture of cars, the film follows the process through until an automobile, complete in every detail, is shown coming out of the final assembly building. The film will be accurate in every respect and carefully checked by government engineers.

The cinema will be released immediately for educational purposes, copies of it being scheduled for early showings in South America, Australia and Africa. It will be in Rio de Janeiro for the World's Fair to open there this fall.

Among other basic industries being photographed in this way are the manufacture of watches, oil products, woolen goods, cotton goods, asbestos, carborundum and coal products. The filming of these industries has been done as a result of the numerous requests to the Bureau of Foreign and Domestic Commerce. This department did not wish to stand sponsor for the accuracy of all films made by individual manufacturers, and so decided to supervise the filming of its own pictures.

Drivers Praise New Hudson Super Six

That the flexibility of the new super-six motor, recently announced by the Hudson Motor Car Co. is remarkable is attested by the praise of many experienced drivers.

A large number of the new cars have already been disposed of and double the number could have been sold had they been in stock, it is said.

The new engine retains the super-six principle, exclusively Hudson in design, and has all the best features of the former power plant, with several improvements which give the car more power as well as greater flexibility and quietness.

In 1916 Hudson announced the first cars equipped with the super-six motor. It had been worked out over a period of years by engineers who had devoted their entire time to it without a break. One of its salient features was the absence of vibration at any point at any speed. This was accomplished by an improved crankshaft design with vibration dampers built integral and carefully adjusted.

The new super-six motor virtually eliminates what little noise remained largely by the use of a silent chain to drive the timing gears instead of the helical cut gears formerly employed. The front of the timing gear case has a small removable plate which allows a mechanic to adjust the chain without removing the entire case. There is also an adjusting device on the side of the case near the pump.

Roller type tappets act in conjunction with the gears in preventing noise and giving a larger wearing surface, insuring quietness of operation for many years. Light alloy pistons of remarkably efficacious design are also used in the new motor, with a new connecting rod assembly, which insures speedy acceleration and other desirable qualities.

An improvement in the carburetion system was made by the Hudson factory some time ago and the beauty of line of all models was enhanced by deep crown fenders, drum type headlamps and a splash-apron fitting between the front spring horns.

'XS" is good from Pole to Pole
It gets you out of any hole.

China Press Sports

SHANGHAI, SUNDAY, JULY 30, 1922

ROBINSON'S TEAM TAKES BYDAND CUP

Total Of 14 Goals For The Tournament Wins The Trophy

HICKLING'S SIDE SECOND

Runner Up Defeats Winner In The Final Match Of Tourney

Robinson's "B" polo team in the Bydand Challenge Cup competition won the trophy for 1922 yesterday afternoon on the Shanghai Polo Club field after suffering a 2-4 defeat in the last day's play against Hickling's "D" four. Robinson's side finished out the tournament with a total of 14 goals for the six days of play as against Hickling's total of 11. McMichael's team finished third with nine points, and George Dallas' four came last with but 7.

The tournament was played on the American plan with the total number of goals scored in the different matches to decide the trophy. Robinson's side though beaten twice in the inter-team matches accumulated the higher number of goals, chiefly because of his win in the opening match against Dallas' team at a score of 9-3. Hickling, in his three matches of the competition won twice, and drew once. His wins, however, were by comparatively small margins.

The match yesterday was the fastest and best of the whole tournament. Robinson began the game by pressing Hickling's side hard particularly in the first half of the first chukker. Springfield made a good run with the ball but without a goal resulting. The ball was kept mostly in Robinson's territory. Heard, for Hickling's side made a good run soon after but the ball hit the pony's legs and the attack failed. Robinson's team nearly scored toward the end of the period but the ball hit the pony's legs again just as Robinson was clearing from the goal mouth.

In the second chukker a good goal was scored by Hickling after a good combination run. The side was pressing hard, though Hind managed to make a good run for the "B" side only to miss at the shot for goal.

The third period started with an attack on the part of Robinson's team. Hind scored a goal after clearing with a long off stroke. The play then continued in midfield until Springfield, for the "D" team scored a good goal from the middle of the field. Robinson followed with his second goal, a shot from a corner.

A very good run by Hickling and Springfield opened the fourth Chukker, and Springfield scored again for his side at a difficult angle. Heard added another for the same team after a good pass at the goal mouth by Hickling.

Robinson played Murphy in place of Tolson, due to the latter suffering from an injury in the early games. Hind and Grieg completed the side. Hickling's team, which finished second was composed of Springfield, Heard and Wilson in addition to the Captain.

After the match, Mrs. McMichael presented the big cup to Mr. Robinson, with beautiful miniatures to each of the winning team.

"Y" Swim Pool Proves Popular

The Swimming Pool of the Y.M.C.A. is proving a popular place during the Summer. Classes are held at all hours beginning at 9 in the morning and continuing throughout the day. In the morning the students of middle schools and colleges spending the summer in Shanghai have their turn. In the early afternoon the boys come. At 4:30 there is a class for beginners and many are learning this summer. The general senior membership come in the late afternoon and evening. The swimming club of the Association is planning for swimming sports to be held during the latter part of August. That the members appreciate the bathing facilities is shown by the fact that an average of 900 baths per day are being taken by the junior and senior members of the Association.

SPORT AND STAGE

BY DOMINO

All this letter writing to the papers about the Shanghai girl naturally turns one's attention to the flappers. Pass me the lyre:

A MAIDEN'S EYES

Think'st thou a maiden's face will show
The thoughts within her running?
That stormy sighs pertain to woe?
Far deeper than the depths below
Are maidens coy and cunning.

* * *

The tears that stain those poor pale cheeks
(Made pale by Talcum Powder)
Serve but to gain some end she seeks,
And he that only comfort speaks
Will make her cry the louder.

* * *

Though from her lips sweet words may flow,
Which claim your rapt attention,
She wishes in her heart you'd go,
Consigns you to that place below
Which it is wrong to mention.

* * *

Her face (for she is full of wiles)
Seems fraught with human anguish;
Those tears are tears of crocodiles,—
Look closely and you'll see the smiles
In eyes that leap and languish.

* * *

When treacherous waters seem to sleep,
To launch you're boat you're shunning;
More dangerous than the mighty deep
Are dreamy eyes that seem to weep
Of maidens coy and cunning.

* *

THEATER THOUGHTS

The Lyceum Theater is now encompassed with high bamboo fences and even Mr. Pett would find a difficulty in getting in or out of the place. Spying the stage door, I popped in a day or so ago to see just what they were doing. Sit still. Everything is going on very nicely, and before the weather becomes really cold we ought to have the playhouse both fire-proof and Pett-proof.

By the way the presiding genius of the theater "Bill" Armstrong is spending a week or so in the General Hospital. He is being well looked after and his many friends wish him a speedy recovery. I noticed, when I called upon him, that he had a charming room somewhere near to the roof and that the outlook not only gave a fine view of the Soochow Creek and its manifold activities but also allowed "Bill" to see bits of the theater. He hopes to get back there in a few days and to hurry things along.

Good news from Tim Frawley. He will be here in the early Fall with a good company and a number of New York successes.

March and April will be full months for playgoers if things come true. A Bandman company will be seen at the Lyceum with most of the plays that have won the favor of London audiences. What the personnel of the company will be is not yet decided upon but in the hands of Courtneige we can safely leave it.

Gilbert and Sullivan renewed all their old triumphs when their operas were revived recently. No wonder. Thanks to the energy of folk like Edgar Warwick we are promised a long season somewhere about April. Dame rumor has it that more than one well known Savoyard has fallen to the call of the Far East and will be seen and heard at the local Lyceum.

* * *

THE PICTURES

Once again the Isis Theater presented its many patrons with a wonderful picture in "The Unpardonable Sin." On Thursday night the big house was well filled in all parts and from the laughter, the applause and more often the compelling silence there can be little doubt that the film made a strong appeal.

It is unmistakeably a war picture and shows the Germans up in their worst colors. Although each of the eight parts was thoroughly interesting and the camera's work superb I couldn't help thinking that "The Unpardonable Sin" was a picture a little late in the making. If it had as its text "Lest We Forget" then it probably served its purpose but to depict all the passions that flesh is heir to just when this old world of ours is simply panting for peace is, I think, a mistake.

The Isis claims to be one of the cool spots in Shanghai. I must uphold that claim for despite the thrills of the picture the place was comfortable enough to let the mercury lie low and there was also a pleasing absence of mosquitoes. Perhaps the smokers had something to do with that.

* * *

HE OBEYED

There is a good story concerning General Birdwood. It appears that the general had found a peep-hole through which he could watch the operations of the enemy. Unknown to him, however, this little place was a favorite mark with the opposing snipers, and many casualties had occurred there. A sentry, who did not know of this, saw a sniper in the act of potting at the general, and, fearful for his safety, yelled out in his excitement:

"Duck your b—— head, Birdie!"

A friend to whom Birdwood told this story exclaimed:

"What did you do?"

The unexpected reply came: "I ducked my b—— head!"

SCHOOL COLORS

It is, of course, a proud day in any schoolboy's life when he

(Continued on Page 3)

MANAGERS IN BUFF-LYNCH GO ARE SUSPENDED

New York, July 12.—Mead and Diamond, managers for Joe Lynch and Johnny Buff, were suspended by the New York state boxing commission today pending investigation of their contract for last Monday's fight, which it is alleged was in violation of the state law.

Buff's guarantee was for $30,000 with an additional sum if he lost the title.

According to the above dispatch the agreement of Johnny Buff and Joe Lynch for their contest which resulted in the bantamweight championship of the world changing hands has not met with the approval of the New York state boxing commission.

There is a possibility that the sum which it is alleged that Joe Lynch will have to pay to Buff according to the contract will be declared null and void and thus a precedent in boxing circles may be avoided.

It does not appear logical for any fighter to have to pay his opponent a sum of money after defeating him and this is evidently the attitude of the boxing commission.

It is right to guarantee a fighter a certain sum of money but if the gate receipts do not provide for this amount then the people promoting the bout should be forced to meet the agreement and not the boxer who has been fortunate enough to win the bout.

SWIMMING CLUBS PLANNING FOR INTERPORT MEET

The report and accounts of the activities of the members of the Shanghai International Swimming Club which were presented at the annual general meeting held last Friday night at the municipal bath disclosed the fact that the club is in a gratifyingly healthy state, both financially and in respect of the number of members. The senior members totalled 54 for 1922, the junior 3 while 14 lady subscribers appear on the list. These figures will certainly be exceeded this year if the crowd of swimmers of both sexes who turned up at the meet last Friday is any indication. The new honorary secretary and treasurer, Mr. G. V. Jensen is known as a hustler and while it will be hard for him or for anyone for that matter to outdo the good work of such former gluttons for work as J. H. McGregor, still he will do his best, that is a surety, and he will have the co-operation of many former committeemen and office bearers at the time of the gala. The gala, by the way, is about three weeks away, and only that, having been arranged for Friday and Saturday August 25 and 26, so the work before the new committee is all the more strenuous this season in that they have such a short time in which to prepare everything, and the million and one things that have to be attended to before

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BASEBALL DOUBLEHEADER WON BY LOCAL NINE OVER CALIFORNIA AND NAVY NINES

Locals Play All Star Jap Nine This Afternoon At 4 o'clock

TODAY'S GAME
Shanghai versus All Star Japanese commencing at 4.

Shanghai won a doubleheader of baseball yesterday afternoon, the first by a 7-2 score against the hard-losing Native Sons playing under the name of the San Francisco Collegians, and the second at 7-1 over the polite yet hitless and sailor nine from the little ship Isabel. The afternoon while it was full of baseball of sorts, was far from being the ideal week-end brand of entertainment.

The Californians played along well enough until the local lads piled up three runs against them in the fourth inning on nice clean hitting. And then they began to crab. It is sufficient to say that they continued to crab through the six and one half innings of play. And that their crabbing got them nothing. Shanghai added three more in the fifth and a final in the sixth. The visitors were lucky to score.

The game with the sailors on the other hand was minus the Californian stuff of umpire baiting and the like, yet, it was not good baseball for the sailors were quite at the mercy of Kingman's pitching. They were let down for one lonesome hit, and one lonesome run. Kingman fanned a dozen of the navy men, while his teammates rapped out four homers, a triple and several singles for a total of 7 runs.

THE FIRST GAME

Scott held the California team nicely. His support was one of the factors of the day's play. Holliday's work in center was a feature. The little infielder travelled over a big territory grabbing off four wind-driven flies for thankful outs. Maloney speared a bullet-like drive for another out. The two errors should really have been one. Campbell working in right field picked up T. Bill's bounding single in the seventh while Bowen was making for second. He started a heave to second, when he noticed that no one was protecting the sack, and in trying to choke off his throw, spilled the ball over toward centerfield allowing Bowen to score. Campbell strained a ligament, or a muscle or something in the effort to change his peg, and quite the game. Smith's bungle was a bad one. T. Bill was on third after Campbell's bum peg and McHenry's single to Scott. Smith threw short to Bills when McHenry started for second, and Bills returned the ball fast getting Bowen in a box between third and home. After a throw or two Smith threw the ball far away and Bowen came in.

Kingman doubled in the fourth and Scott followed with a single to short. Campbell flied out to center, when Bills homered. In the fifth Maloney started off with a triple. Thatch was safe on Mitchell's wild throw to first. Bowen muffed Holliday's fly and Mal scored. Thatch who had stolen second, went to third, and Holliday went to second on the throw-in of his fly. A wild pitch followed and Thatch scored while Holliday took third. Kingman's single over first base scored Holliday. In the sixth Smith doubled to center, took third on Maloney's single to right, and scored on Reed's muff of Thatch's fly ball.

THE NAVY GAME

Home runs featured the game against the sailors. Maloney made the circuit twice, and a liberal scorer might have given him three circuits. Mal drove one over the pitcher's head in the fifth which was good for one bag, but the center fielder fell all over the ball while the local third sacker made the circuit. Bills and Wynn also went the rounds on their hits. Bills' homer was a drive into the ditch in right; Wynn's hit went into Home-Run Alley in left.

Kingman had the sailor boys at his mercy. He fanned the side in the second, third and fourth innings, and scattered three more strikeouts through the game. The Navy's one run resulted from a walk, a passed ball, and Kingman's wild throw to Bills at short in an attempt to catch the runner off base. The

(Continued on Page 2)

Fort Mills Loses To 15th Infantry; Score Was 1-0

Tientsin, July 28.—The Fort Mills team from Manila lost the opening game in the series here, the 15th Infantry nine winning by a 1-0 score. The visitors could not hit Madge, the Tientsin army pitcher.

Saturday will be the next game in which the nine headed by Major Wellborn Dent will play, the Japanese team being the opponents. Sunday afternoon Fort Mills plays the Army again.

CLUB SECONDS BEAT RECS' "B" 210 TO 89 RUNS

The Cricket Club 2nd XI were victors over the Recreation Club 2nd XI on the Rec's ground yesterday afternoon scoring 210 to their opponents 89.

Hill and Morrell were chiefly instrumental in beating the Recs, both getting their fifty. Foster and Cobb divided the bowling honors, Cobb taking 4 for 44 and the latter 6 for 39.

Quincey was top scorer for the Recs with 35, nobody else offering much opposition. It will be gratifying to the Cricket Club's supporters to see that their teams won both games yesterday.

S. C. C. 2nd

Pearson, b. White	16
Simpson, c. Brockett, b. Isaacs	18
Hill, c. Brockett, b. Isaacs	51
Morrell, c. Evans, b. Isaacs	59
Bell, b. White	0
Harder, b. Isaacs	6
Leslie, c. Quincey, b. White	5
Norman, b. Ollerdessen	11
Foster, not out	27
Hammond, b. Isaacs	1
Cobb, c. Evans, b. Ollerdessen	10
Extras	6
Total	210

Bowling Analysis

	O	M	R	W
Isaacs	16.2	1	80	5
Ryton	3	0	36	0
Ambrose	2	0	19	0
F. Ollerdessen	3	0	18	2
White	9	0	50	3

RECS 2nd

White, c. Cobb, b. Foster	0
Quincey, st. Leslie, b. Cobb	35
Cooper, l.b.w. and b. Foster	0
F. Ollerdessen, l.b.w. and b. Foster	10
Jensen, c. Pearson, b. Foster	7
Ambrose, st. Leslie, b. Cobb	1
Evans, c. Morrell, b. Cobb	6
Ryton, b. Foster	1
Isaacs, c. Hammond, b. Foster	17
Cooke, c. Harder, b. Cobb	6
Brockett, not out	0
Extras	6
Total	89

Bowling Analysis

	O	M	R	W
Cobb	11	0	44	4
Foster	10.1	0	39	6

Xaviers To Play Japs Ping-pong Charity Match

The Saint Francis Xavier's College Ping Pong Team will meet the Shanghai Japanese Club on August 12 Saturday, at 2 p.m. sharp, in a Charity Match, at the St. Xavier's, 23 Nanzing Road, the proceeds of which will be donated to the Society of Saint Vincent the Paul.

The team which will represent the Japanese Club against the St. Xavier's are as follows: Mr. M. Asahina, present champion and former champion of Tokio and Yokohama; Mr. Oka, former champion of Kobe; Mr. Kimura, former champion of Kiyoto; and Mr. Yamane, Mr. Yajima.

Admission tickets are sold at $1 for special reserved seats and 50 cents for unreserved seats (adults), and 20 cents for children.

BERESFORD WINS

(Reuter's Service)

London, July 28.—In the final race from Putney to Mortlake for the Wingfield Sculls, which carry the British amateur championship, J. Beresford (Thames R. C.) the holder, beat D. Gollan of the Leander Club easily.

L. Parbury, 1922 Singles Champion And J. L. Wade, Runner Up

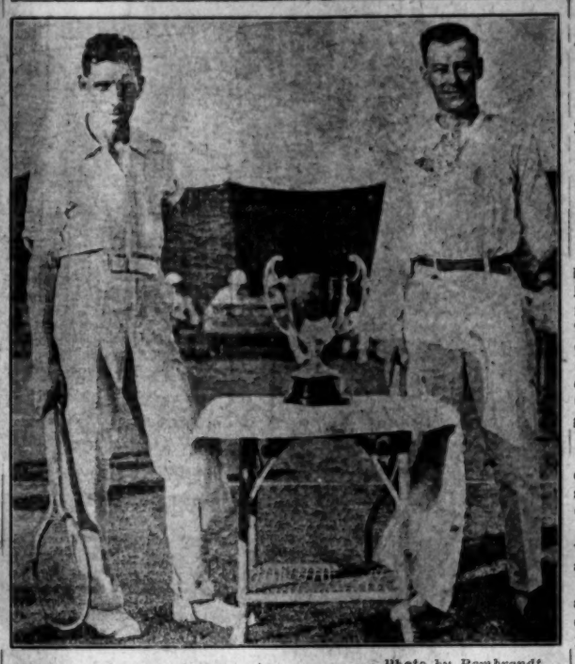

Photo by Rembrandt.

PARBURY, on the left, in his first year of tournament competition in Shanghai established for himself the reputation as the best local man ever on the Shanghai Association. Wade played stellar tennis through the preliminary rounds, but was quite outclassed in the final.

S. L. B. C. BEATS RECS 127-123 IN INTERCLUB BOWLS

BY "THE SHOT"

It was a case of Greek meeting Greek yesterday when the above clubs met in an Inter Club game.

Although the gusty breeze that prevailed was very welcome in a cooling sense, it certainly tried the merits as well as the tempers of the opposing teams. Many were the woods which left home O.K. but did a bit of jazzing and globe trotting instead of arriving at their proper destination.

Despite these adverse conditions I must congratulate both teams on the way they overcame them and the spectators who were interested in the game certainly went away well satisfied with the exhibition. I was particularly struck with the number of people who both lined the banks inside the enclosure and the many who witnessed the game over the rails.

ISSUE WAS IN DOUBT

About the game—well, except at the 15th end, when the Recs had a lead of 15 points, the issue was always in doubt. At the 5th end the Recs led 28-24 but when the tea interval was called the game was peeled 56 all. From this point the Recs put in some good work and as stated above the game looked on ice at the 15th. At this point Captain Geordie evidently slipped his team the wire to pull out that little bit that was reposing up their sleeves and like good kiddies they proceeded to do as per instructions.

As a result of this when the first rink finished the Recs were only just in front. And the finish—well, I never hope to witness a better. With six rinks completed the Blue and Whites found themselves 2 down.

DUNLOP SPECTACULAR

The spectacular item was provided by Guy Manwaring on Geordie Dunlop, and this is what occurred. Ed Wheen, leading, laid down a nice one for Geordie only to see it displaced by Percy Reeves with a perfect kisser. Not satisfied with this Percy must go again and drag the gach 2 yards through still lying the shot but "you shouldn't have done it Percy." When the skips went down Guy was lying three and temporarily game. Geordie went down and with his first gently nudged a short one, which was plugging the port, just enough to lay the shot. Guy's effort to displace this was quite commendable but missed it by an inch. Lying game Geordie now proceeded to cab his first shot by a draw and a beauty it turned out to be, giving his side two shots.

The Recs skip tried to repeat his first shot but took a little too much land and the game ended, a win of 4 points to the S.L.B.C.

'TWAS FINE EFFORT

As the Club's President Mr. C. M. Bain said in a pithy little speech, to Captain Geordie Dunlop must be awarded in a large measure the credit of the win and personally I never expect to see a better effort, especially when one thinks of the skip's responsibility at such a stage of a game. James MacDougall must be also congratulated upon his 8 points win which assisted in a large measure to his Club's access. To the losers I must say they played an excellent game and are in no way disgraced by the defeat. Most of the members I spoke to after the game had nothing but praise for their opponents' efforts and Geordie's efforts in the last end was heartily appreciated by Guy although it was probably not welcomed.

The Recs green this afternoon will see two teams "red inked" in

(Continued on Page 2)

PARSEES WIN IN MATCH WITH S.C. C. THIRD ELEVEN

A game took place between a 3rd XI from the Cricket Club and the Parsees yesterday on the latter's field resulting in a win for the Parsees by 92 runs.

The Parsees scored a good 198, Divecha as usual being top scorer with 53, followed by Shroff with 40 and Noria with 36 Grimshaw taking 5 of their wickets for 35 runs. The Club's response of 107 was weak, Daniels and Knight the only two to score over 20 runs.

Divecha and Shroff divided the bowling honors—the former taking 6 for 36, the latter 4 for 30.

S. C. C.

Smart, b. Divecha	11
Begg, b. Divecha	4
Daniels, b. Divecha	25
Knight, b. Shroff	27
Goldman, b. Shroff	4
Snodgrass, b. Shroff	0
Widdup, not out	6
Owen, b. Divecha	3
Hughes, b. Divecha	7
Grimshaw, b. Divecha	0
Seredkin, b. Shroff	12
Extras	8
Total	107

Bowling Analysis

	O	M	R	W
Divecha	10	1	36	6
Mavalwalla	3	0	33	0
Shroff	7	1	30	4

PARSEES

Petigura, b. Grimshaw	13
Noria, b. Owen	36
Shroff, c. Grimshaw, b. Knight	40
Divecha, c. Daniel, b. Grimshaw	53
Mavalwalla, b. Grimshaw	6
Ragi, b. Knight	4
Deboo, c. Snodgrass, b. Grimshaw	12
Karanjia, b. Hughes	14
V. Viccajee, st. Begg, b. Grimshaw	0
R. Viccajee, not out	4
Forbes, c. Daniel, b. Hughes	0
Extras	16
Total	198

Bowling Analysis

	O	M	R	W
Daniel	5	1	34	0
Grimshaw	12	1	35	5
Widdup	2	0	12	0
Knight	10	0	50	2
Snodgrass	2	0	18	0
Owen	4	0	23	1
Hughes	2.2	0	13	2

CRICKET CLUB "A" XI WINS OVER RECS 1ST

Second Game Of Rubber Goes To S. C. C. By 53 Runs

SCORE WAS 215 TO 162

Day Was Top Scorer With 86; O'Hara Shows Bowling Form

The second game of the rubber between the Cricket Club and Recreation Club yesterday resulted in a win for the former by 53 runs. The game was played on the Cricket Club ground and the home team's win gives each of the rival clubs a win each, the Recs. beating their opponents on their own ground a short time ago.

Day was top scorer with 86, his highest score this season which included 10 fours. Leach and Bhoora scored 52 and 48 respectively. O'Hara seemed to have shown signs of his old form taking 7 wickets for 38, easily the best average of the afternoon.

Though the Recs won the toss and the Cricket Club had 2½ hours of fielding in the hot sun they passed their opponent's score with 4 wickets in hand. H. B. Ollerdessen and Clifford opened for the Recs against the bowling of O'Hara and Rawsthorne. Their start was not promising, both batsmen being bowled by O'Hara before 20 runs had been scored. However, things brightened up somewhat when Willis came in and he and Bhoora got going together. Clarke having been also bowled by O'Hara.

ALLISON GOES ON

Allison was put on in place of Rawsthorne but though bowling well he was not much of a success, both batsmen hit him hard. Bhoora succeeded in scoring 7 consecutive fours, 4 off Allison. O'Hara who was still on had Willis caught by Day at mid off for 33.

Spencer followed on and after hitting two good fours spooned up a catch to mid on which was easily held having scored 14 runs.

Allison was now put on the other end; bowled two maidens and took a wicket. Bhoora very nearly got his fifty being caught by Allison on Rawsthorne scoring 48, including 8 boundaries. The remaining batsmen did nothing much, Wilson hit a six and in attempting to do the same with the next, mistimed it and was caught by Day at cover.

The Club also started badly losing Hayward, who was bowled by C. E. Ollerdessen for 4, he having opened the innings with Cockburn. Leach followed on and he and Cockburn started hitting out. Cockburn after being in 30 minutes was caught by substitute C. Ollerdessen, only scoring 19 runs. Day joined Leach and the partnership realised 64 runs. Leach played a very fine innings hitting a six and 4 fours scoring his 52 in under 50 minutes.

DAY STARTED WILDLY

Day who started rather wildly steadied a bit and settled down to a much better game. Baker joined him, after being missed twice in the slips off Wilson. Baker was brilliantly caught by Wilson off Ollerdessen.

The score now stood at 131 the Cricket Club wanting 31 to win, so Allison was sent in prior to Roberts, he hit out from the start scoring a 4 when he had the bad luck of being run out. Roberts followed but was bowled Wilson for 6. Lees succeeded him and kept his wicket while Day hit the winning run, having scored 67 runs. When nearing his century he was caught out long field by Willis, being 14 runs short of the coveted century. Nobody else did very much, Lees being not out 12.

The summary:

RECS 1ST

H. B. Ollerdessen, b. O'Hara	8
W. C. G. Clifford, b. O'Hara	10
A. J. Willis, c. Day, b. O'Hara	33
A. J. Clark, b. O'Hara	4
C. H. Bhoora, c. Allison, b. Rawsthorne	48
Rev. C. E. Spencer, c. O'Hara b. Allison	14
W. T. Manley, c. Hayward, b. O'Hara	13
P. Madar, c. and b. O'Hara	5
T. W. R. Wilson, c. Day, b. Rawsthorne	12
C. E. Ollerdessen, b. O'Hara	1
E. G. Barnes, not out	0
Extras	13
Total	162

Bowling Analysis

	O	M	R	W
O'Hara	14.3	2	38	7
Rawsthorne	11	2	43	2
Allison	8	2	32	1
Cockburn	4	0	20	0
Leach	3	0	16	0

CLUB 1ST

A. W. Hayward, b. C. E. Ollerdessen	4
W. R. Cockburn, c. sub. b. E.	

Ollerdessen	19
D. W. Leach, b. Bhoora	52
E. W. Day, c. Willis, b. Madar	86
E. C. Baker, c. Wilson, b. Ollerdessen	13
P. W. Roberts, b. Wilson	6
H. W. Allison, run out	4
	12
C. Brook, b. Spencer	0
G. L. Hawsthorne, b. Madar	2
Dr. W. E. O'Hara, st. Barnes, b. Clifford	7
Extras	10
Total	215

Bowling Analysis

	O	M	R	W
Wilson	15	1	59	1
Ollerdessen	18	2	69	3
Bhoora	8	2	20	1
Clifford	3.3	0	25	1
Madar	3	0	22	2
Spencer	2	0	10	1

Sport And Stage

(Continued from Page 1)

gets his cricket, football, or other colors.

Many of the great public schools have a regular color ritual, and, further, the holder of colors often enjoys certain privileges, which are sometimes quaint, and always coveted.

Eton plays more than one kind of football, but the colors most esteemed are those given for the Field Game. These are given after a school match, but only when the school has won. The spectators assemble by the place where the coats, etc., are hanging. There the "Keeper of the Field" takes his own cap and hands it to the chosen boy, who puts it on and walks out amid the cheers of the onlookers, afterwards returning the cap to the "Keeper."

The Harrow cricketer gets his "flannels." These are awarded in the pavilion after a match, and the new "flannel" then emerges wearing the speckled straw hat which is worn by the XI. only. At the word "Bell" (roll-call), as soon as his name is called the new "flannel" takes off his speckled straw hat and runs out of the school yard, while the rest of the boys clap him.

THEY CARRY PRIVILEGES

"Flannels" have various privileges. They may walk in the middle of the street, carry their umbrella more or less neatly rolled up, and wear fancy waistcoats. If the "flannel" is also a "blood"—that is, a member of the Philathletic Society—he may wear a bow tie, and bone buttons on his coat in place of cloth ones.

At Rugby the footballer must win first his "flannels," then his "cap," and finally his "fifteen," while the cricketer's progressive steps are "tie," "twenty-two," "eleven." There is no particular ceremony about the award of these distinctions, but "caps," "fifteens," and "elevens" are privileged to wear grey flannel trousers turned up at the bottom as part of their everyday dress.

"Gratters, so-and-so, on your 'pinks'" are the words in which Westminster's cricket or football captain notifies an award of colors. "Pinks" wear turn-down collars, the rest of the school straight-up ones.

Home of Mr. C. B. Fry, and other famous athletes, Repton allowes the "teamer" to wear a stiff turn-down collar in place of the "butterfly" pattern of "non-teamers." The "teamer" is the distinctive hat-band of the cricket or football XI., and is awarded on the field by the captains saying, "Graggers on your teamer," the boy being afterwards carried into his House.

Uppingham XV. colors are bestowed after a home match and in view of the school assembled on the "terrace." The captain takes off his own sash, ties it round the waist of the new color and then unties it.

Dulwich football colors are awarded on the field, the captain saying, "Gratters on your cap," and later on the actual cap is presented by the boy's master.

Perse School, Cambridge, has one distinctive emblem which does not bring pride to the wearer's heart. This is the white button which the boy who has not passed a fifty yards' swimming test in the river has to wear on his cap.

At some schools the rule is "once a color, always a color," but at others colors have to be won again the following season.

* * *

BOXING BITS

Carpentier is an idol of the boxing world, but I really doubt whether his popularity is greater than that of ex-Bombardier Wells. Each failure seems to endear Wells more to us, and if, by some miracle (which many optimists still believe will happen) he rose to the top of the tree, he would probably have more drawing power than any other boxer in the world. Goddard has had him flat. But he is up again, and wants another contest. And his supporters are swearing that, next time, Wells will win!

Listen to what one supporter — an expert, too—said immediately after the Wells-Goddard dust-up:

"I would like to disabuse the impression of the captious critics that Wells has lost his punch by stating a plain fact—namely, that Goddard, in consequence of a punch on the neck from Wells, is at present unable to speak above a whisper, that he cannot eat anything solid, and has been compelled to consult a throat specialist."

Pretty game, boxing! I recall a young nephew of mine, whose pugilistic instincts engaged him in a battle with a neighbor one evening. When he returned, disheveled, I asked him how he had enjoyed himself.

"Fine," he gasped. "There was blood."

Reverting to Carpentier, there is one thing about the great French boxer which I always admire. Nothing can put him off before a match—and, in this, he is very different from the popular ex-bombardier. He went through some trying experiences before his fight with Dempsey in America last year, and received numerous abusive letters. He merely read them through, and smiled.

The climax came in the form of a flat parcel which arrived one day at the camp. It turned out to be a catalogue of tombstones, and the sender expressed the courteous hope that Georges' comrades would take advantage of it after the match!

And still Carpentier smiled!

Swimming Clubs Planning For Interport Meet

(Continued from Page 1)

a gala only those who have organised one know.

It was a source of pride that members of the S.I.S.C. took so many places in last year's championships, but the absence of Eddie Siemssen and the possible resting-up of Tordy may lose a lot of places for the club in this year's events.

As announced in yesterday's paper, the Hongkong swimmers have finally accepted Shanghai's challenge to an interport contest here this season, and all local followers of the sport are now on the qui vive of excitement, making forecasts of the probable results. It is surprising what a lot of supporters the visitors seem to have even up here, though this is probably due to the severe trouncing Shanghai has always received down South. It is a different matter however to bring up a full strength team to Shanghai, whereas here we shall be in full force if all those who have prospects of being chosen to represent Shanghai will show the sportsmanship to be available at the needed time and arrange their vacations accordingly, so that they will not be out of town just when the visitors are here and the fans would like to see a tussle between the best exponents of the art from both cities.

It is just possible that Kobe will also manage to send across representatives to meet both Hongkong and ourselves, and if this materializes it will be the first time that a triangular contest will have come off in the annals of Far Eastern swimming. Even if they could send Albert James and any water polo VII the former speedman's showing would be eagerly watched against the best that Shanghai or Hongkong could put up. It is a serious loss to Shanghai that Siemssen is not here, for who will take his place against the redoubtable Johnstone. We shall, however, have a better water polo team in our own waters than we ever had when travelling, especially if we have Wellin and Mears playing. Further more we shall have Mr. McGregor for the Long Plunge: he is the holder of the Far Eastern record and should easily annex this event for Shanghai. If Featherstonhaugh is in any kind of form, he should show a clean pair of heels to all the others over the 100 yards distance and also would be of great assistance in the team race.

The scoring at the forthcoming interport will be a new departure. In each of the individual contests first place counts three, second place two and third place one. There are ten of such events in all, 100, 220, 440 and 880 yards free style, 100 yards breast stroke, 100 yards back stroke, Throwing the Polo Ball, Long Plunge, Running Headers and Standing Headers. In the team race points will be allotted to the winning team thus: one point for each second by which they outdistance the losers, but with a maximum of six points for this event.

In the water polo match points will be awarded as follows:

The superiority of the winning team in goals will be counted as points. Thus, a final score of 6 to 3 will count 3 points for the winning side. But not more than 7 points as a maximum will be allotted for the water polo match.

The next (fifth) meeting of the Rowing Club will take place next Wednesday evening at the boat-house when heats of the 3-lengths handicap, throwing the polo ball, team race and water polo will form the program.

Two Baseball Games Won By Shanghai

(Continued from Page 1)

ball went out to the Lawn Bowls Club.

THE SCORES

Shankhai	AB	R	H	PO	A	E
Maloney, 3b	4	1	2	1	0	0
Thatch, 2b	4	1	0	2	1	0
Holliday, cf	4	1	1	4	0	0
Kingman, 1b	3	1	2	7	1	0
Scott, p	3	1	1	0	3	0
Campbell, rf	3	0	1	1	1	1
Bills, ss	3	1	1	0	1	0
French, lf	3	0	0	0	0	0
Smith, c	3	1	1	7	2	1
Totals	30	7	9	21	9	2

California	AB.	R	H	PO	A	E
Davidson, 2b	3	0	1	4	1.	0
Turner, 3b	3	0	2	2	3	0
Owen, cf	2	1	1	3	0	1
T. Bill, ss	3	1	1	0	2	0
McHenry, 1b	3	0	1	9	0	0
Reed, rf	3	0	0	1	0	0
L. Bill, lf	3	0	1	0	0	0
Armstrong, c	3	0	0	3	2	1
Mitchell, p	2	0	0	0	1	1
Totals	25	2	7	18	10	3

By innings:—

Shanghai								
Runs,	0	0	0	3	3	1	x	—7
Hits,	1	1	0	3	2	2	x	—7
California								
Runs,	0	0	0	0	0	0	2	—2
Hits,	1	1	1	1	0	0	3	—7

Summary: Earned Runs—Shanghai 3, First base on errors—California 1. Left one base—Shanghai 5, California 3. Struck out—By Scott 7, by Mitchell 5. Wild pitches—Mitchell two. Two base hits—Kingman, Smith. Three base hit—Maloney, L. Bill. Home run—Bills. Stolen base—Thatch, Turner. Sacrifice hit—Bowan

SECOND GAME

Shanghai	AB	R	H	PO	A	E
Maloney, 3b	4	3	2	1	2	0
Bills, ss	3	1	3	0	2	0
Holliday, 2b	2	0	1	1	1	1
Scott, 1b	3	0	0	5	0	0
Kingman, p	3	1	1	0	1	1
Swan, rf	3	0	0	0	0	0
Smith, c	2	1	1	13	2	0
French, cf	3	0	0	0	0	0
Wynn, lf	3	1	1	1	0	0
Totals	26	7	9	21	8	2

Isabel	AB	R	H	PO	A	E
Mason, 3b	2	1	0	1	1	0
Knearl, ss	3	0	0	1	2	0
Parker, rf	3	0	1	1	0	0
Stephenson, 1b	1	0	0	4	0	0
Wall, cf	3	0	0	0	0	1
McLoughlin, 2b	3	0	0	3	0	0
Dolbey, lf	3	0	0	0	0	0
Hawley, c	2	0	0	6	1	0
Smith, p	1	0	0	1	1	0
Totals	21	1	1	17	5	1

x—Holliday out hit by batted ball.

By innings:—

Shanghai								
Runs,	1	0	0	0	2	4	x	—7
Hits,	2	0	1	0	2	4	x	—9
Isabel								
Runs,	0	0	1	0	0	0	0	—1
Hits,	0	0	0	1	0	0	0	—1

Summary: Earned runs—Shanghai 7, Left on base—Shanghai 4, Navy 3. Base on balls—off Kingman 3, Smith 2. Struck out—By Kingman 12, Smith 6. Passed balls—Smith, Hawley. Three base hit—Kingman. Home Runs—Maloney 2, Bills, Wynn. Stolen base—Bills 1, Packer 3. Stephenson 1.

Standings In The Big Leagues

NATIONAL LEAGUE

	W.	L.	Pct.
New York	50	30	.625
St. Louis	51	33	.607
Cincinnati	47	41	.534
Chicago	42	38	.525
Brooklyn	40	42	.489
Pittsburg	39	43	.476
Philadelphia	31	47	.397
Boston	27	51	.346

AMERICAN LEAGUE

	W.	L.	Pct.
St. Louis	51	35	.593
New York	48	37	.564
Detroit	45	42	.517
Cleveland	43	43	.500
Chicago	40	42	.487
Washington	38	43	.469
Boston	37	48	.435
Philadelphia	32	43	.426

S. L. B. C. Beats Recs 127-123 In Interclub Bowls

(Continued from Page 1)

the Rink Competition when that dour old bowler Georgie McMurdo meets Tommy Poignand and Dunlop will clash with the Junior team skipped by T. Spring. The whole crowd are so good that it is rather bold to say who will win. However I am rather inclined to think the Geordies will find this their lucky day.

The teams are very evenly matched and Crowe Read will agree that the Recs skip is hot stuff. In addition to the skip, G. Ackerman, one of the most reliable trundlers in third, and Wheeler and Young will complete as steady a steam as one could wish for.

Scores:

S. L. B. C.

(1)	
O. Crowe Read (skip), F. Fletcher, P. M. Scott and D. Carter	23
(2)	
A. D. Bell (skip), H. Gordon Wright, D. McKay and C. P. Dawson	17
(3)	
G. L. Campbell (skip), W. Gater, J. Lowe and O. G. Oakes	12
(4)	
D. Graham (skip), J. Munro, W. D. Jamie and Sampson	10
Mennie and Ed Wheen	2
Total	127

RECS

(1)	
T. Poignand (skip), C. Thompson, J. Breen and S. Wallace	16
(2)	
H. Veitch (skip), R. Dorrance, E. Noakes and W. F. Landers	17
(3)	
H. Peck (skip), T. Main, E. Linquist and R. Brandt	19
(4)	
G. Ackerman (skip), A. Brown, B. Anderton and T. Veitch	21
(5)	
R. P. Phillips (skip), S. Marks, C. Shevington and S. C. Young	15
(6)	
A. Eek (skip), F. Jones, E. Lover and G. Bloom	15
(7)	
G. Manwaring (skip), J. Wheeler, P. Reeves and T. Mason	20
Total	123

INDOOR SPORTS By Tad

WHY MY DEAR— YOU LOOK TIRED— ALL WORN OUT— WHAT IS THE TROUBLE?
THE DENTIST EUSTACE— DEAR ME IT WAS AWFUL— HE COULDN'T OPEN MY MOUTH WIDE ENOUGH TO FILL A WISDOM TOOTH AND HAD TO GIVE ME GAS
HA-HA— I'VE SEEN HER MOUTH OPEN WIDE ENOUGH FOR THE DENTIST TO PUT HIS CHAIR INTO IT
WELL IF SHE KIN OPEN IT WIDER THAN THE DAY SHE BAWLED ME OUT— I THINK I COULD PUT ME WAGON IN IT.
INDOOR SPORTS
MAKING THE BOSS AS HE QUIZZES THE WIFF CONCERNING HER DOPEY PAL.
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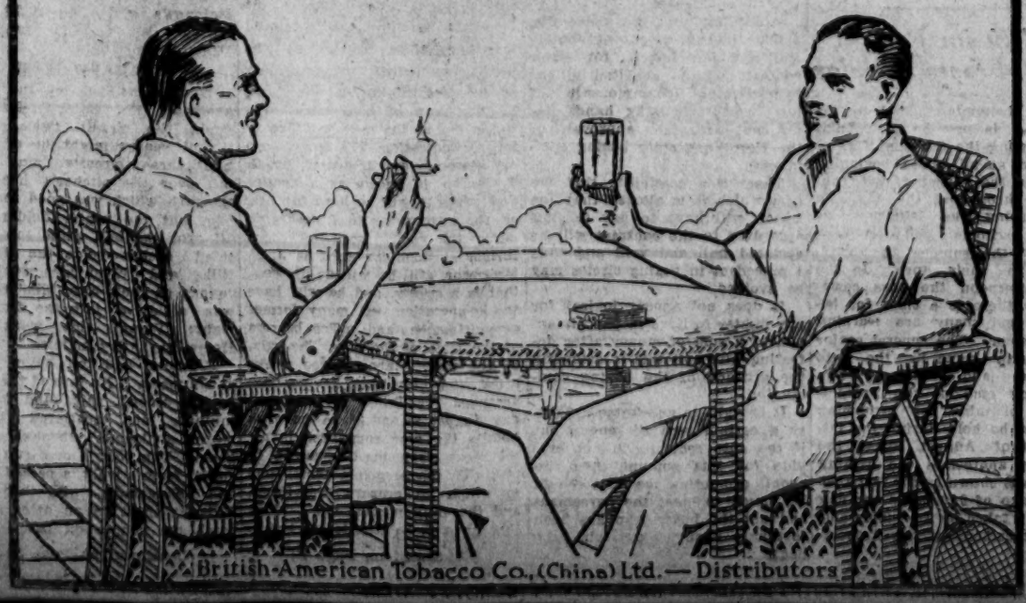

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IT'S A FUNNY WORLD- GEORGE WASHINGTON FOUGHT FER FREEDOM- THEN HE GOT MARRIED!
2
PERKINS- IF YOU'LL SLIP OVER TO DINTY MOORE'S AN' TELL HIM TO RUN A LADDER UP TO MY ROOM- I'LL GIVE YOU $50. HERE'S A NOTE FER DINTY-
I'LL DO IT FOR YOU AND THE FIFTY DOLLARS- MR. JIGGS.
3
I'LL BE ALL READY TO MAKE ME GET- AWAY JUST AS SOON AS THE LADDER SHOWS UP!
4
MRS. JIGGS TOOK THE NOTE AND READ IT I'M DISCHARGED.
YOU LOOK IT!
5
I'VE GOT AN IDEA- PERKINS- I'LL MEET YOU LATER AT DINTY'S AN' I'LL GIT YOU A NEW JOB!
YES-SIR- VERY WELL- SIR. I THANK YOU-SIR!
6
I'LL TIE THE NOTE TO THE ROCKET AN SHOOT IT INTO DINTY'S ROOM!
7
BULL'S EYE! RIGHT INTO DINTY'S ROOM- I'LL BET HE'LL BE SURPRISED!
8
AH! DINTY'S A FRIEND TO BE PROUD OF- HE'S ONE IN A MILLION!
9
WHY-PERKINS- I THOUGHT YOU WENT TO DINTYS!
BEG PARDON- SIR- BUT I GOT THE LADDER SIR- I DIDN'T WANT YOU TO LOSE OUT!
10
IT'S VERY KIND OF YOU-SIR- TO TAKE ME ALONG-SIR!
WHEN WE GIT TO DINTY'S- I'LL SHOW YOU A SWELL BLOW-OUT!
11
FOR GOODNESS SAKE- WHAT HAPPENED?
SOME FAT-HEAD SHOT A SKY-ROCKET INTO THE SECOND STORY WINDOW AN' BURNED ME WHOLE HOUSE!
GEO MCMANUS
12
COMIC SECTION
COMIC SECTION

Little Jimmy

1. "JIMMY I CAN'T FIND MY COMB. RUN TO THE DRUG STORE AND GET ME ANOTHER."

2. "HEY JIM. C'MON OVER TO THE CITY DUMP. IT'S ORFUL IMPORTUNT!"

3. "HURRY UP AN' GIT YERSELF SOME OLE SHOES. LENA LARSEN'S GONNA GIT MARRIED TO-DAY AN' WE GOTTA TRUN 'EM AT HER AN' THE GUY WOT SHE'S MARRYIN'?"

4. "OLE AN I GOIN' TO YUSTICE YONSON'S COURT."

"LO. LENA. WHERE YOU GOIN' TO BE MARRIED FRUM?"

8. J. JOHNSON JUSTICE OF THE PEACE

"C'MON FELLERS!"

9. "AND OLE OLARSON. DO YOU TAKE THIS LENA LARSEN TO BE YOUR LAWFULLY WEDDED WIFE?"

"YU YUST BET!"

10. "—"

AND IN THE MEAN-TIME

11. "JIMMIE-E!"

12. "JIMMIE-EEE!"

13.

14. J. JOHNSON JUSTICE OF THE PEACE

"HE TRUN IT TOO SOON."

AW GOSH I DIDN'T KNOW NO BETTER

15. "Y'SEE PAPA IT WAS THIS WAY, WE WAS GOIN' TO THROW OLD SHOES AT TH' BRIDE AN' GROOM AN' NOBODY TOLD ME WHEN TO DO IT. SO I THROWED MINE TOO SOON AN' B'SIDES NOBODY TOLD ME JUST 'ZACTLY THE KIND OF OLD SHOES AN' I THREW A HORSES OLD SHOE"!

"AY VUDEN'T MARRY WIT HIM FOR A HONDRET DOLLARS. EF HE ISS SO WEAK AS TO BE HURT BY A LITTLE HORSE SHOE!"

16. "FATHER. YOUR HAIR IS POSTITIVELY UNKEMPT!"

"OH, I MEANT TO GET A NEW COMB TO-DAY AND SOMEHOW I FORGOT IT."

SWINNERTON